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**PHOTOGRAPHIC INTERPRETATION REPORT**



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SOUTHEAST ASIA  
ACTIVITY REPORT**

25X1C

**SELECTED TRANSPORTATION  
AND INFILTRATION  
COMPENDIUM**

NPIC /R-53 /67

MARCH 1967

SUMMARY 39

**9-22 MARCH 1967**

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## PREFACE

This report is a summary of selected information on transportation and infiltration activity in southeast Asia as reported by NPIC during the period indicated on the cover. Those lines of communication and associated facilities which support communist insurgency in Laos and South Vietnam are emphasized.

Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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2. Military/Construction Facilities, Route 132 Area, North Vietnam
3. Major Transloading/Transshipment Points, Thuong Phong Trang Area, North Vietnam
4. Increased River Traffic, Tonle Kong (River), Cambodia

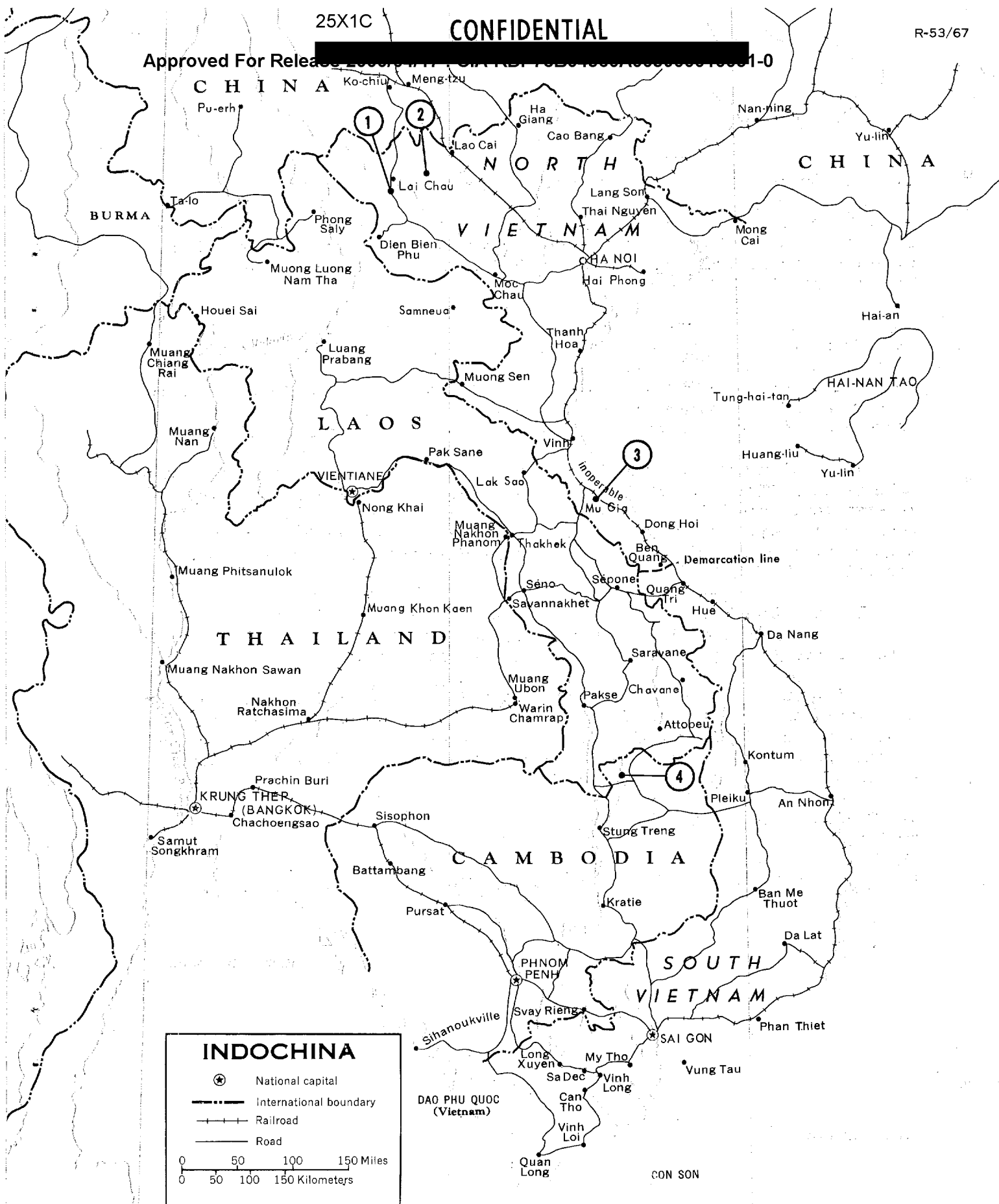
ROAD STUDY, ROUTE 110

Included within this report is a detailed road study of Laos Route 110 and its associated facilities between the junction with Route 96 and the Cambodia/Laos border. While the additional portion of the route extending east to the tri-border area is generally unserviceable, this road segment exhibits an increasingly high degree of activity. The study has a two-fold purpose: (1) to precisely depict the route alignment and related road construction, and (2) to locate and identify the extensive probable military activity in the adjacent areas.

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# 1. Road Construction, Lai Chau Area, North Vietnam

The construction on North Vietnam Route 191 is continuing on various segments in the Lai Chau area. When completed, the route will provide a direct motorable connection between Lai Chau at 22-04N 103-09E and Dien Bien Phu at 21-23N 103-01E.

New road construction, consisting of road clearing and survey lines, extends south from Route 6 at UTM UK109394 (Figure 1), generally paralleling the east bank of the Nam Lai (stream) to UTM UK084266 (Figure 2). This road segment represents a partial realignment of Route 191, but, more significantly, it will provide a direct access to Route 6, by-passing Route 4 and the major stream crossings at Muong Tong (UTM UK087299).

The realignment and widening of Route 191 appears complete and serviceable between UTM UK084266 and UK077214. Realignment construction is intermittent from this point to UK035083, where three vehicles/pieces of construction equipment were observed on [REDACTED] (Figure 3). An isolated segment of road clearing, the southernmost observed road construction, is located at UTM UK018004 (Figure 4).

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Vehicle tracks were observed south along the original alignment of Route 191 to the limits of interpretable photography at UTM UJ007968, with a road survey line paralleling the southernmost 2 nm.

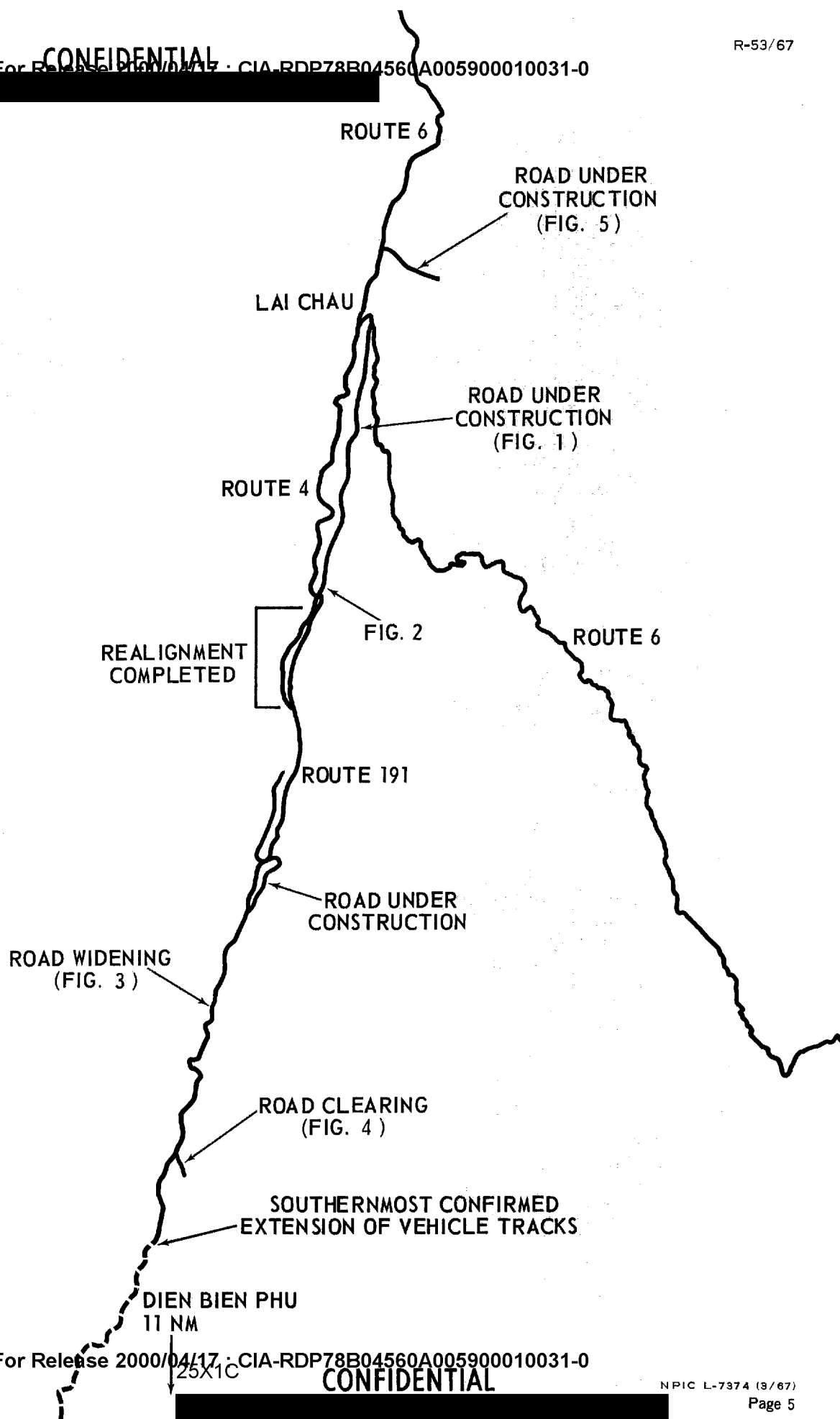
Additional road construction is observed north of Lai Chau extending east from Route 6 at UTM UK114428 and generally paralleling the north bank of the Black River to UTM UK138414 (Figure 5). The eastern terminus of this construction was obscured by clouds on [REDACTED] however there is evidence of construction east of UTM UK154412.

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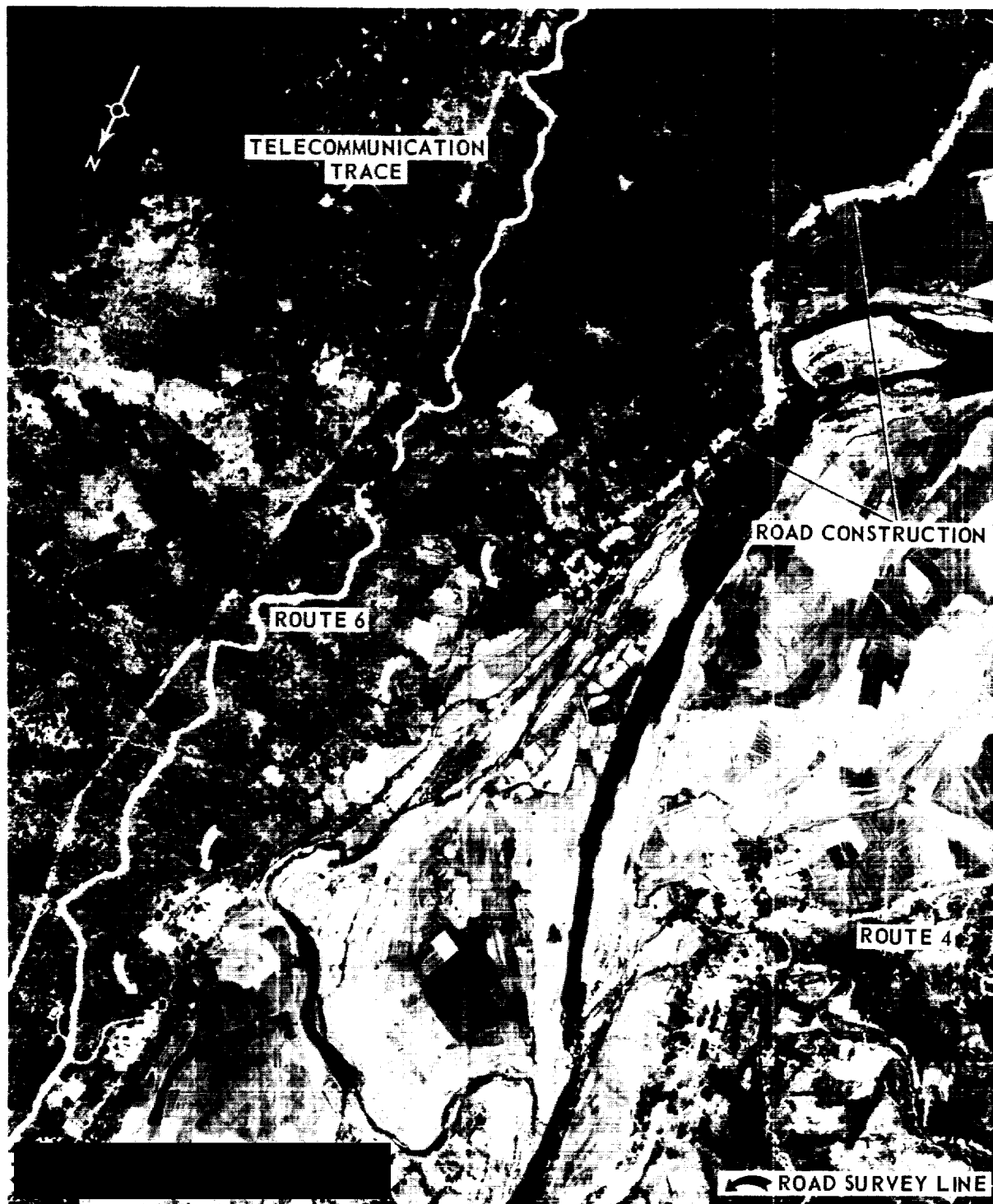
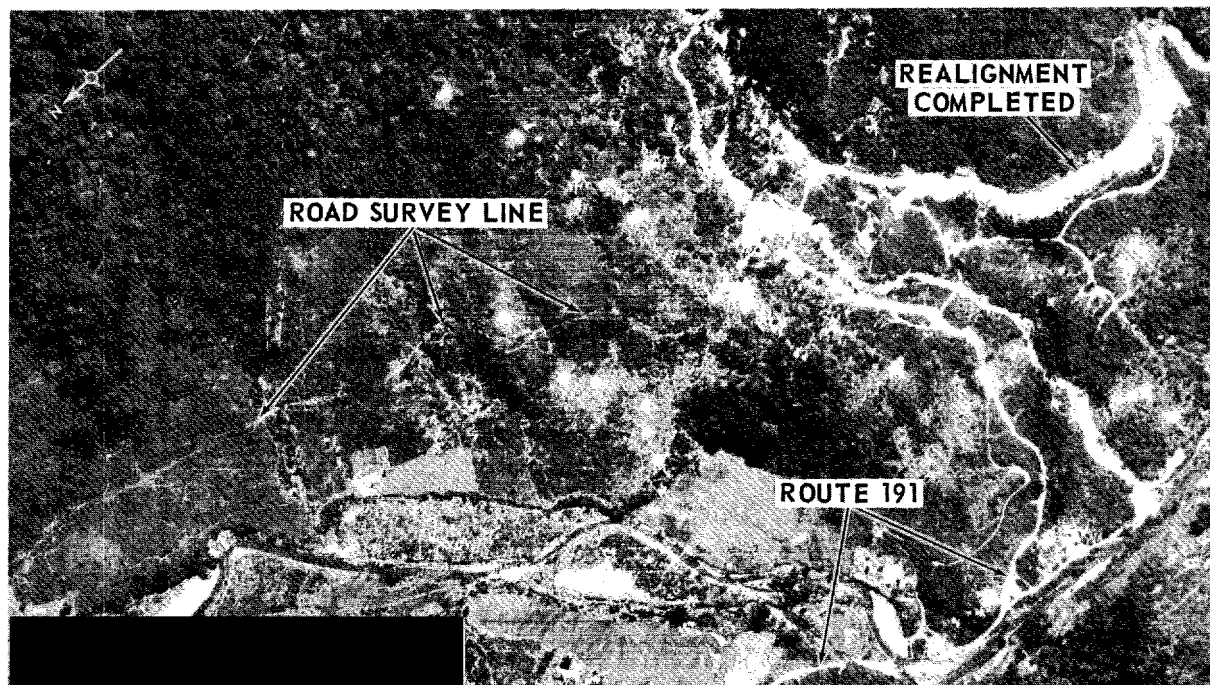


FIGURE 1. ROAD CONSTRUCTION, JUNCTION OF ROUTES 4 AND 6, NORTH VIETNAM

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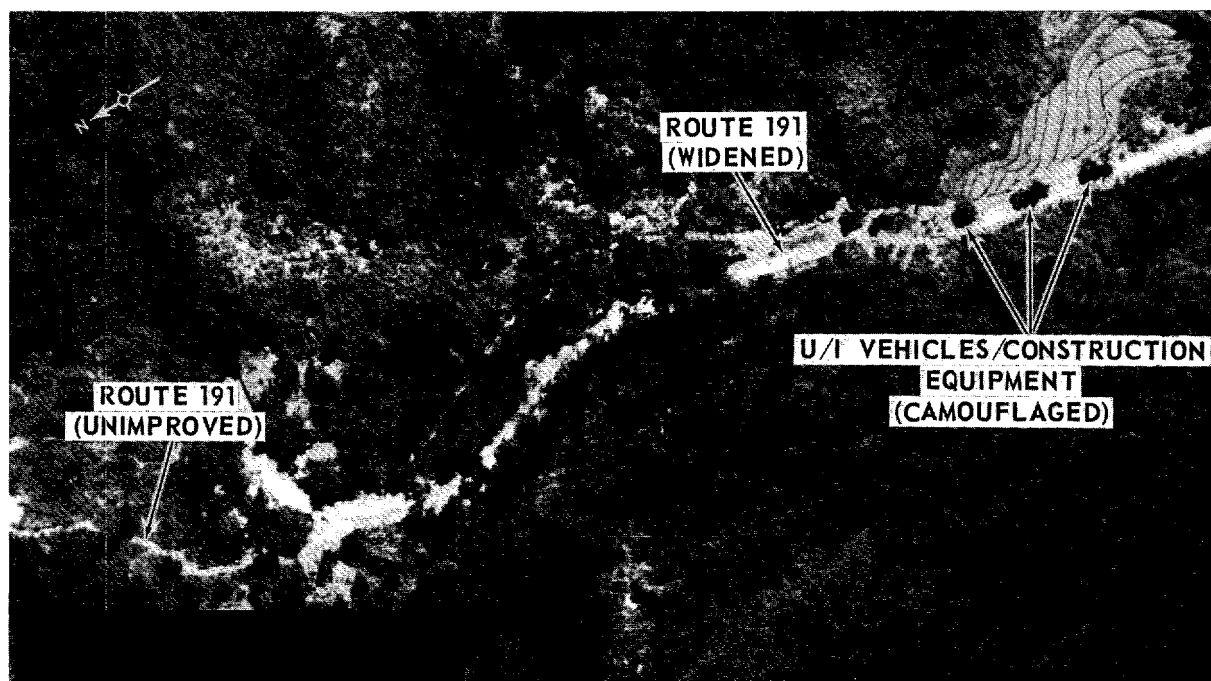
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NPIC L-7358 (3/67)

FIGURE 2. ROAD CONSTRUCTION, ROUTE 191, NORTH VIETNAM



NPIC L-7359 (3/67)

FIGURE 3. ROAD IMPROVEMENT, ROUTE 191, NORTH VIETNAM

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FIGURE 4. ROAD CLEARING, ROUTE 191, NORTH VIETNAM

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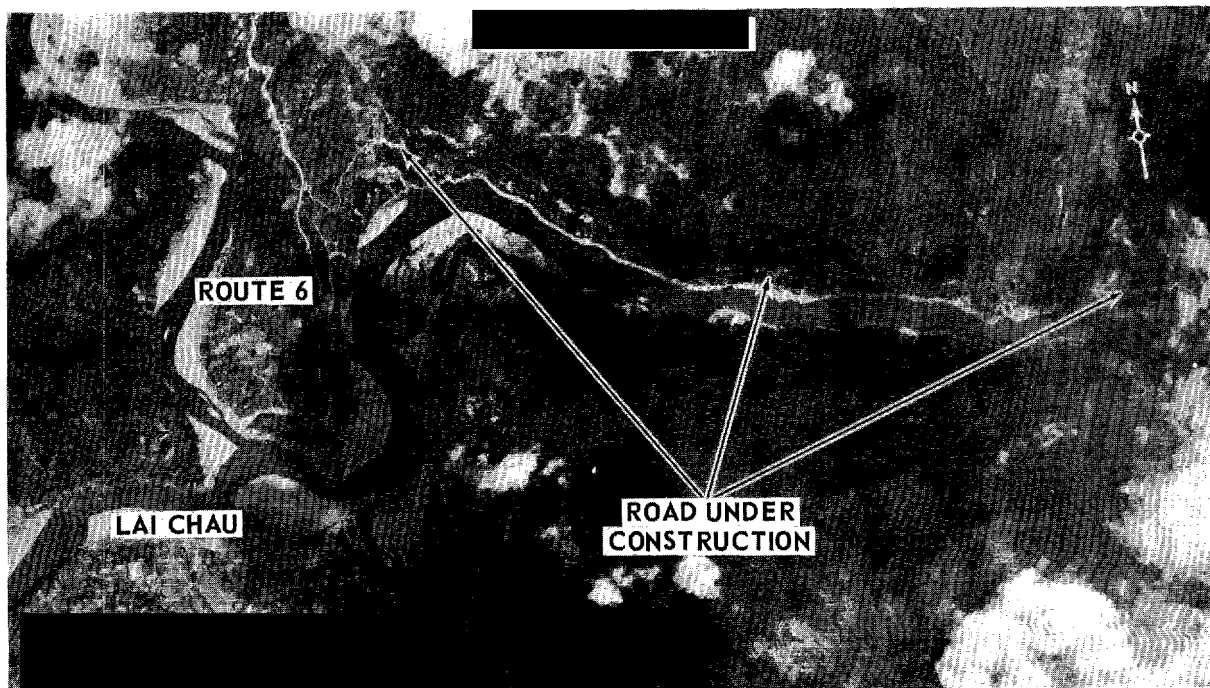
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NPIC L-7361 (3/67)

FIGURE 5. ROAD UNDER CONSTRUCTION, LAI CHAU AREA, NORTH VIETNAM

## 2. Military/Construction Facilities, Route 132 Area, North Vietnam

Construction continues on the new road extending south from North Vietnam Route 4 at 22-19N 103-40E and generally following the alignment of Route 132. The road is serviceable to UTM UK766467 and is being cleared and graded to UTM UK788454. A survey line extends to UK792447. Numerous quarries in the area indicate that the road is being surfaced with gravel.

Nineteen military/construction facilities, similar to those previously identified along Routes 6 and 191 (Summaries 19, 24 and 26), are located adjacent to the road. The UTM coordinates and composition of these facilities follow:

1. UK635663; 15 buildings with personnel trenches (Figure 6)
2. UK641643; 55 buildings with 3 AW/AA sites (Figure 8)
3. UK648646; 50 buildings (Figure 9)
4. UK641632; 60 buildings and vehicle park (Figure 10)
5. UK647627; 24 buildings
6. UK663629; 117 buildings with 2 AW/AA sites (Figure 11)
7. UK662621; 35 buildings with 3 AW/AA sites
8. UK679598; 17 buildings (Figure 12)
9. UK695600; 10 buildings (Figure 14)
10. UK688587; 34 buildings
11. UK694581; 60 buildings (Figure 13)
12. UK682575; 10 buildings
13. UK681569; 35 buildings (Figure 7)
14. UK666558; 7 buildings
15. UK701568; 25 buildings
16. UK712532; 9 buildings (Figure 15)
17. UK738495; 6 buildings
18. UK771465; 28 buildings (Figure 16)
19. UK790459; 18 buildings with personnel trenches (Figure 17)

A total of 31 trucks were identified in these facilities on

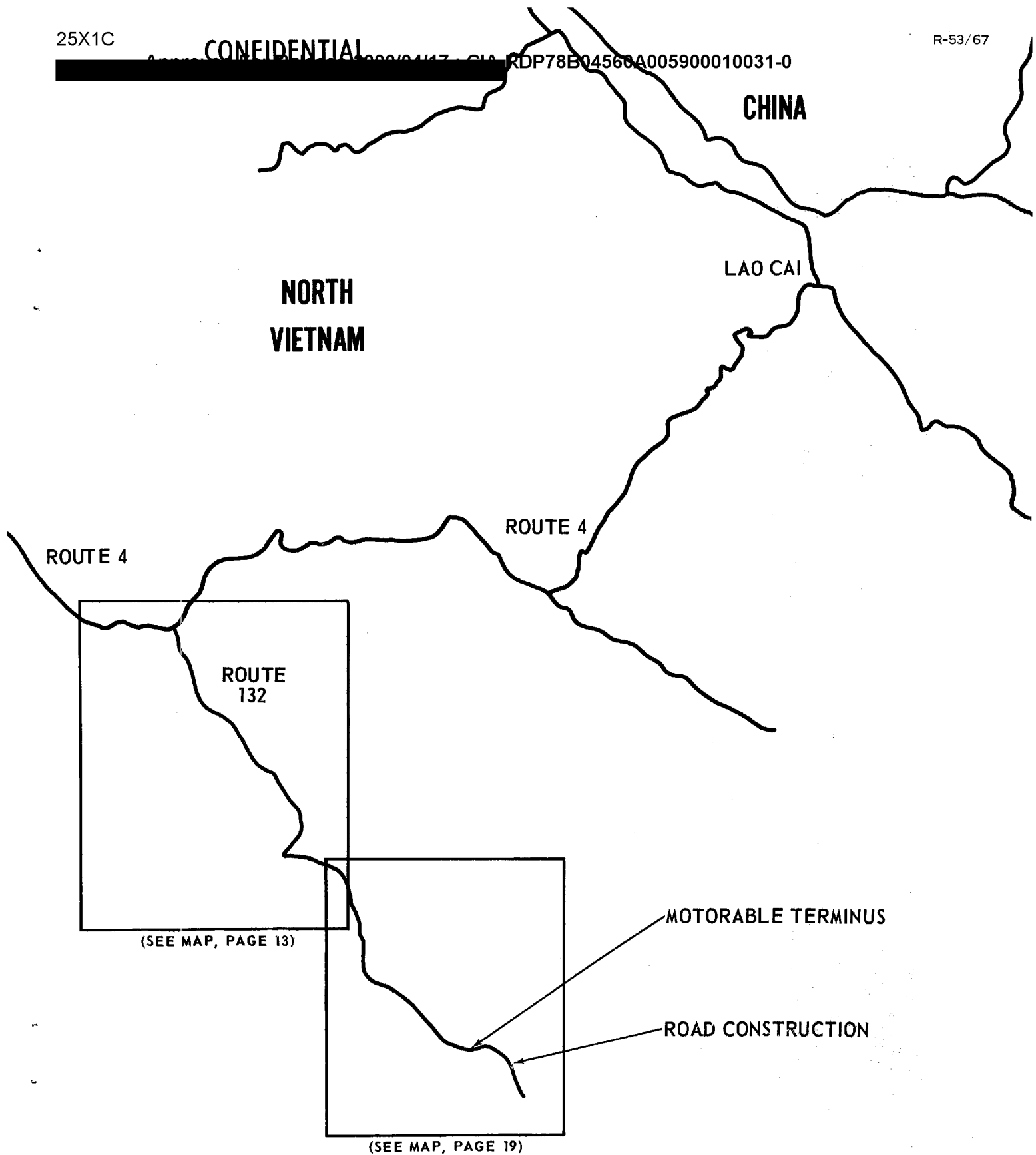
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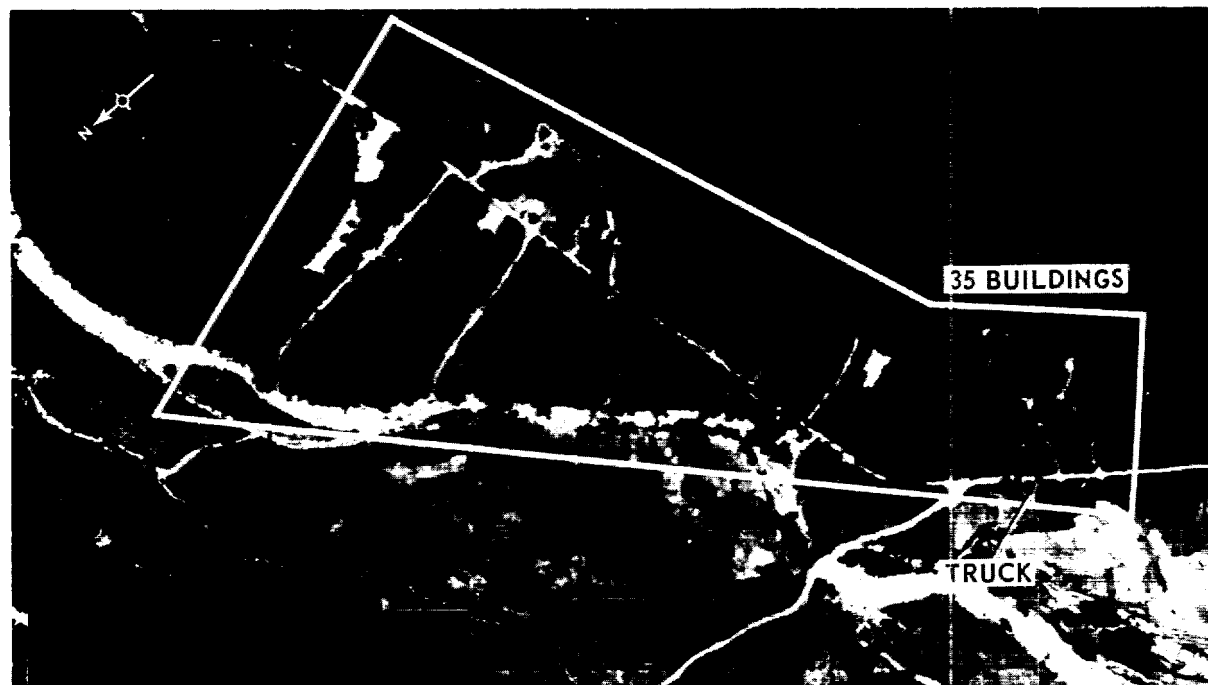
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FIGURE 6. MILITARY/CONSTRUCTION FACILITY, ROUTE 132 AREA, NORTH VIETNAM

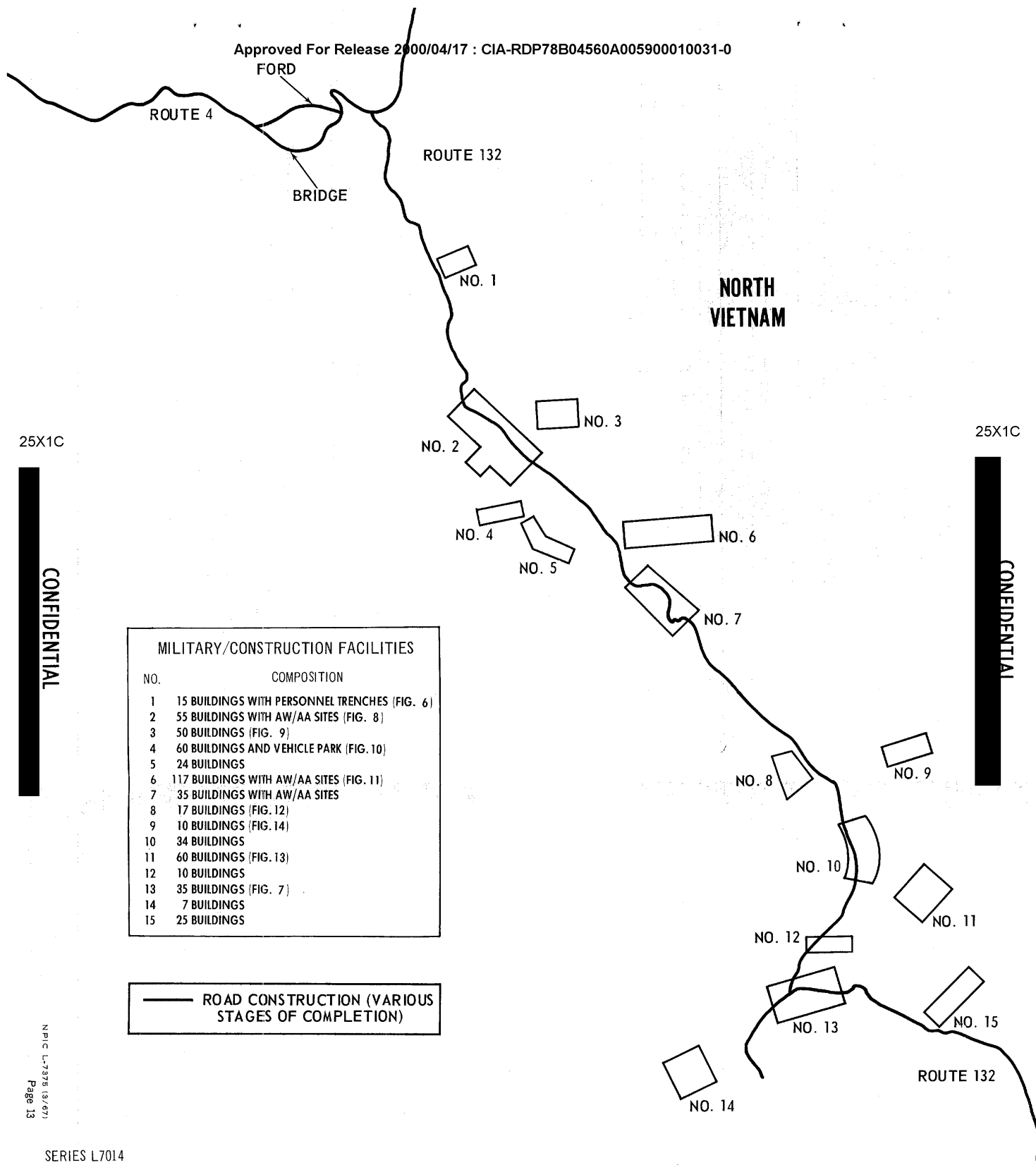


NPIC L-7363 (3/67)

FIGURE 7. MILITARY CONSTRUCTION FACILITY (35 BUILDINGS), ROUTE 132 AREA, NORTH VIETNAM

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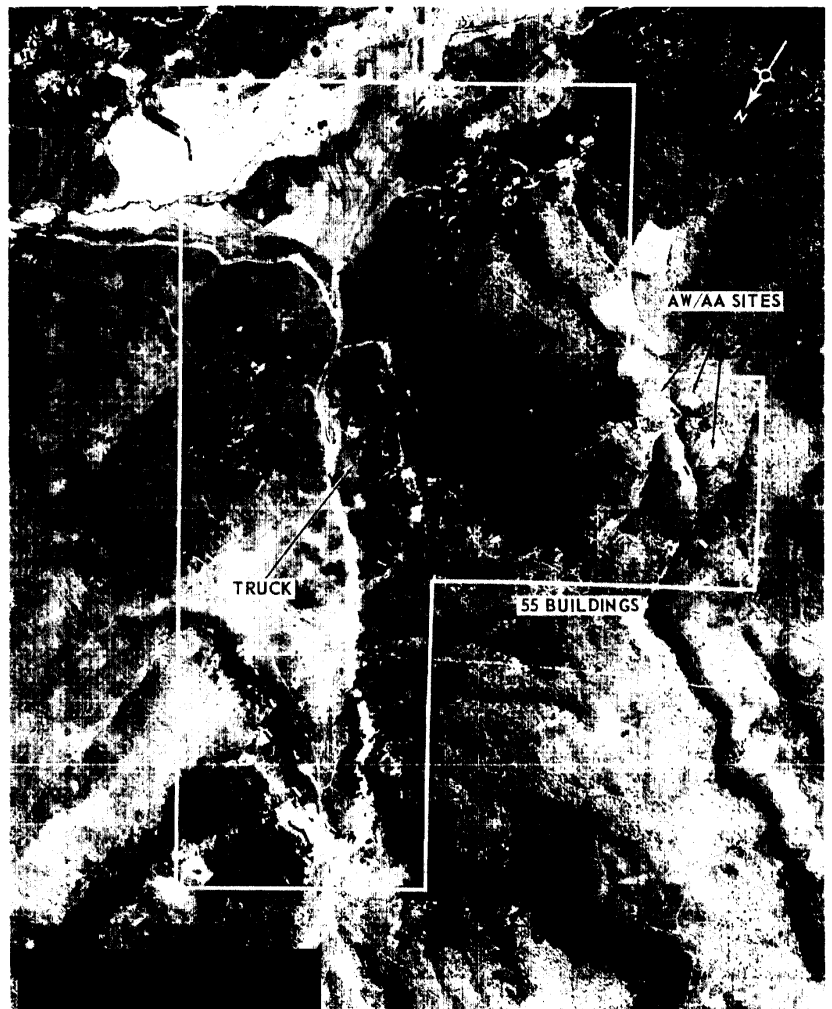
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FIGURE 8. MILITARY CONSTRUCTION FACILITY, ROUTE 132 AREA, NORTH VIETNAM

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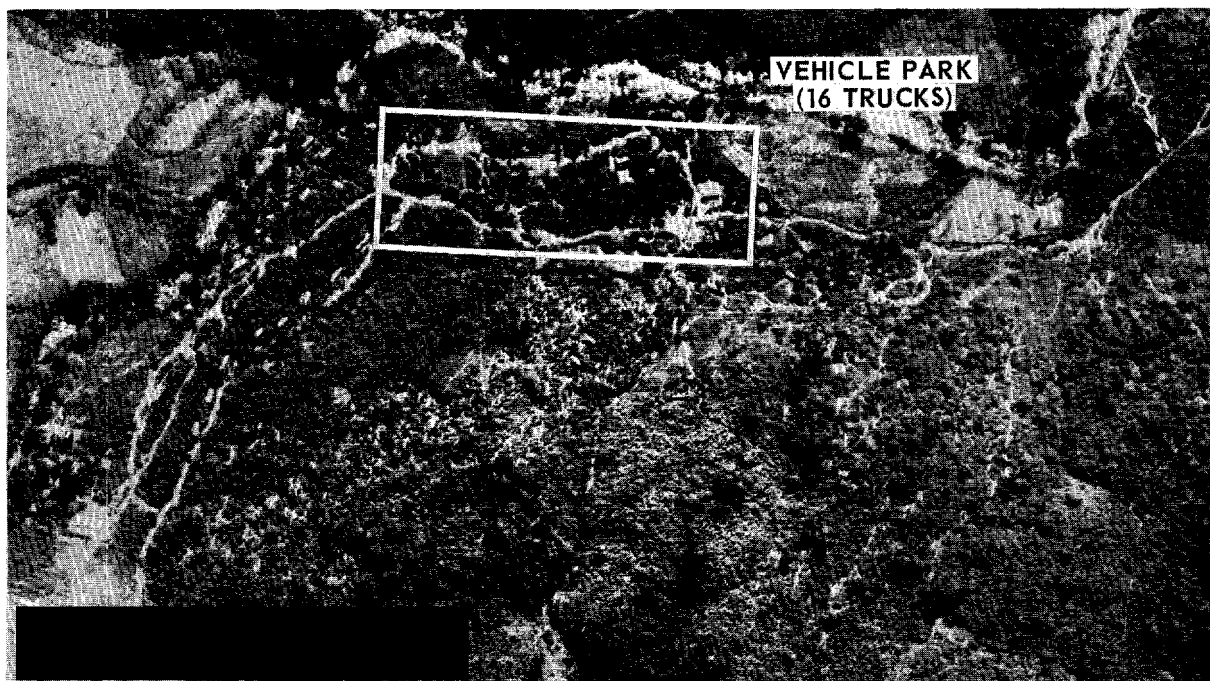
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NPIC L-7365 (3/67)

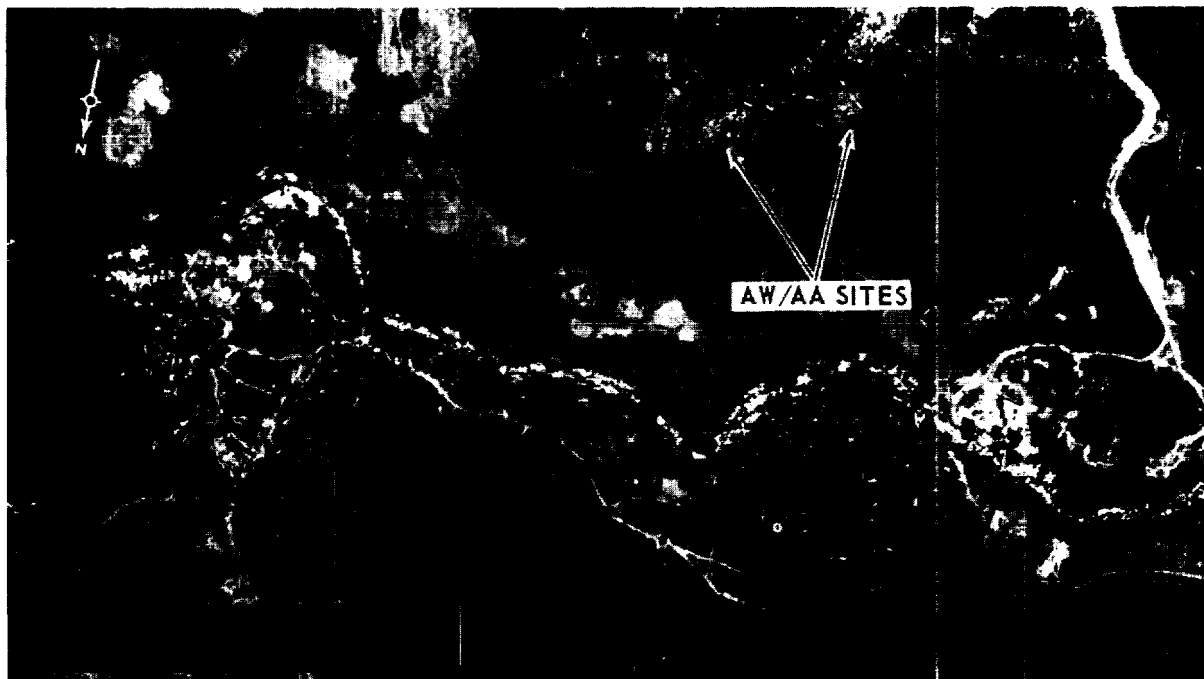
FIGURE 9. MILITARY/CONSTRUCTION FACILITY, ROUTE 132 AREA, NORTH VIETNAM



NPIC L-7366 (3/67)

FIGURE 10. MILITARY CONSTRUCTION FACILITY (60 BUILDINGS), ROUTE 132 AREA, NORTH VIETNAM

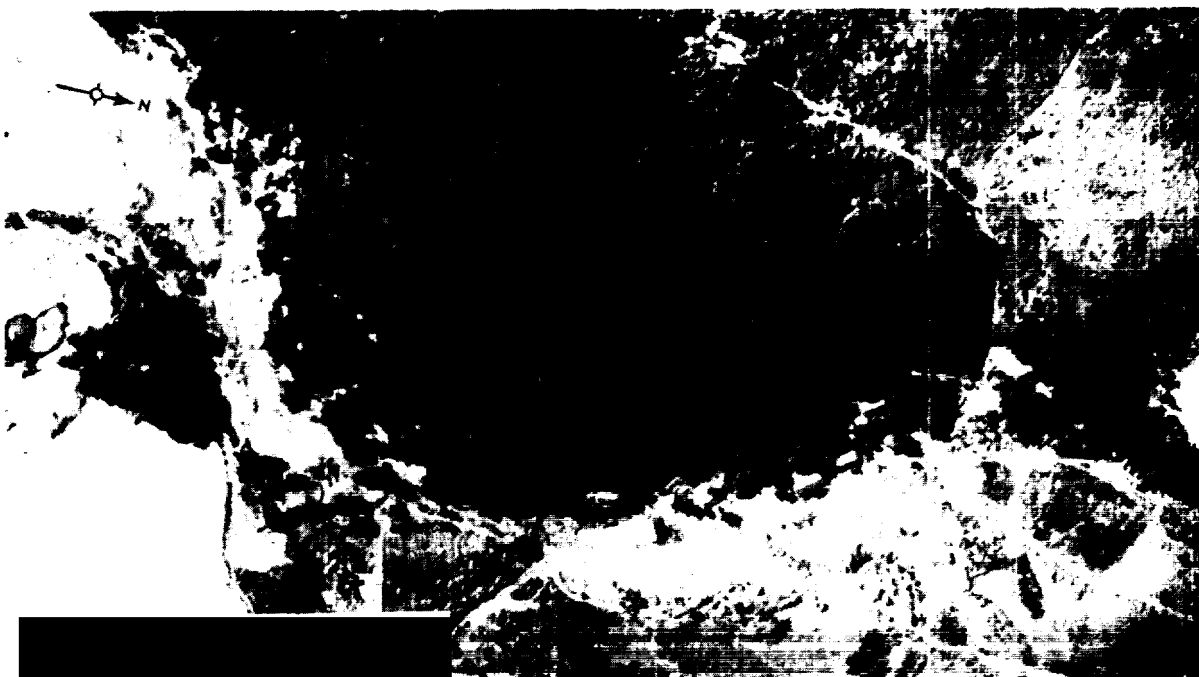
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NPIC L-7367 (3/67)

FIGURE 11. MILITARY CONSTRUCTION FACILITY (117 BUILDINGS), ROUTE 132 AREA, NORTH VIETNAM



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FIGURE 12. MILITARY CONSTRUCTION FACILITY (17 BUILDINGS), ROUTE 132 AREA, NORTH VIETNAM

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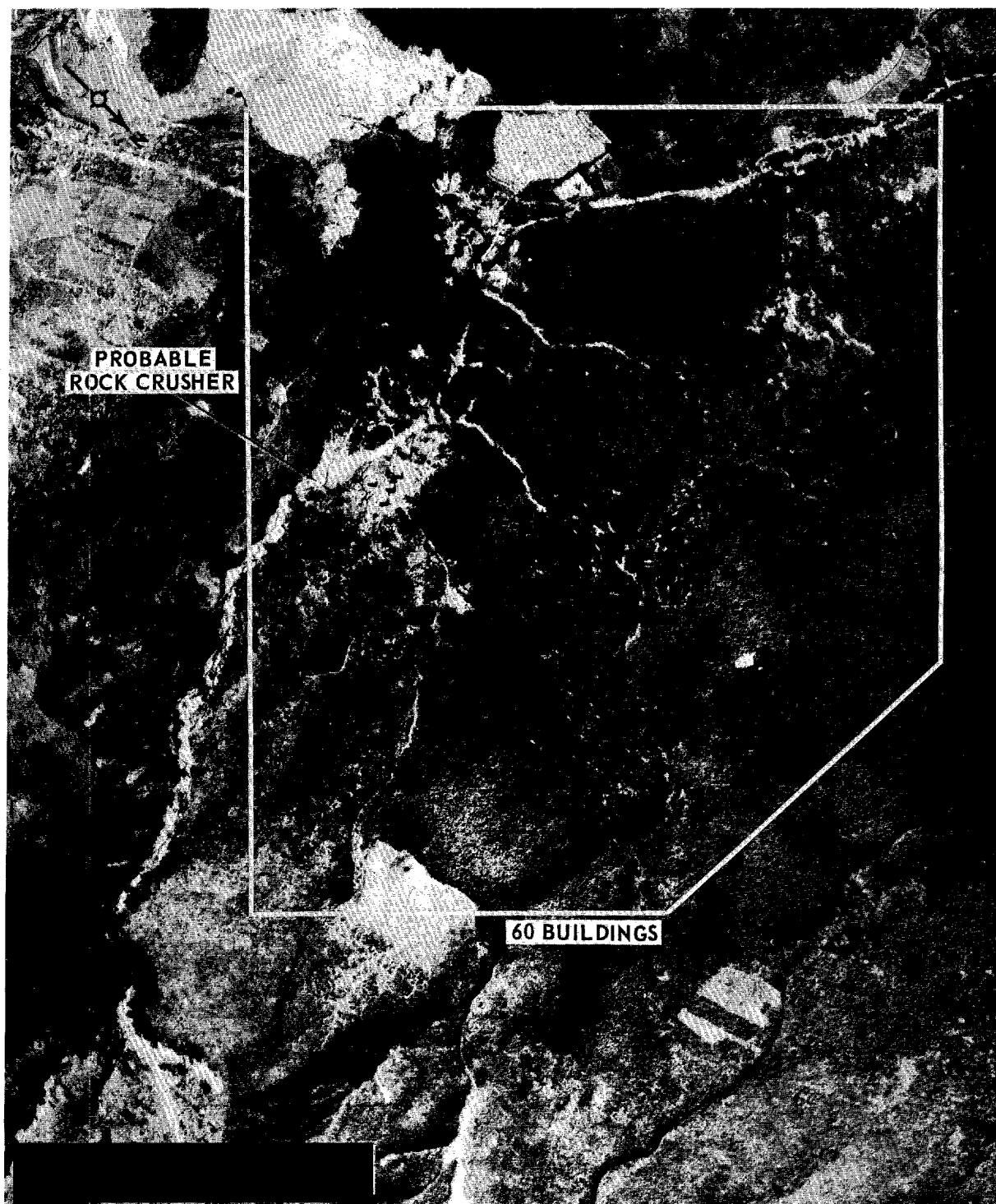


FIGURE 13. MILITARY/CONSTRUCTION FACILITY, ROUTE 132 AREA, NORTH VIETNAM

NPIC L-7369 (3/67)

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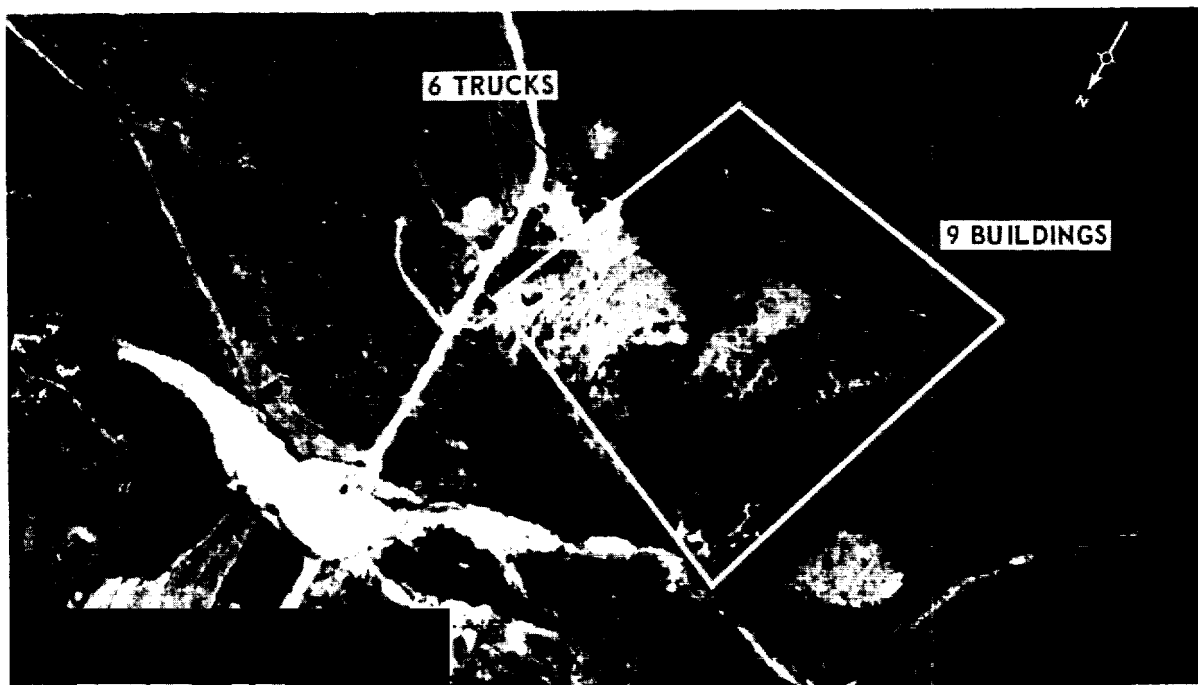
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FIGURE 14. MILITARY CONSTRUCTION FACILITY (10 BUILDINGS), ROUTE 132 AREA, NORTH VIETNAM

NPIC L-7370 (3/67)



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FIGURE 15. MILITARY CONSTRUCTION FACILITY, ROUTE 132 AREA, NORTH VIETNAM

NPIC L-7371 (3/67)

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NO. 16

MILITARY/CONSTRUCTION FACILITIES

NO.	COMPOSITION
16	9 BUILDINGS (FIG. 15)
17	6 BUILDINGS
18	28 BUILDINGS (FIG. 16)
19	18 BUILDINGS WITH PERSONNEL TRENCHES (FIG. 17)

NO. 17

ROUTE 132

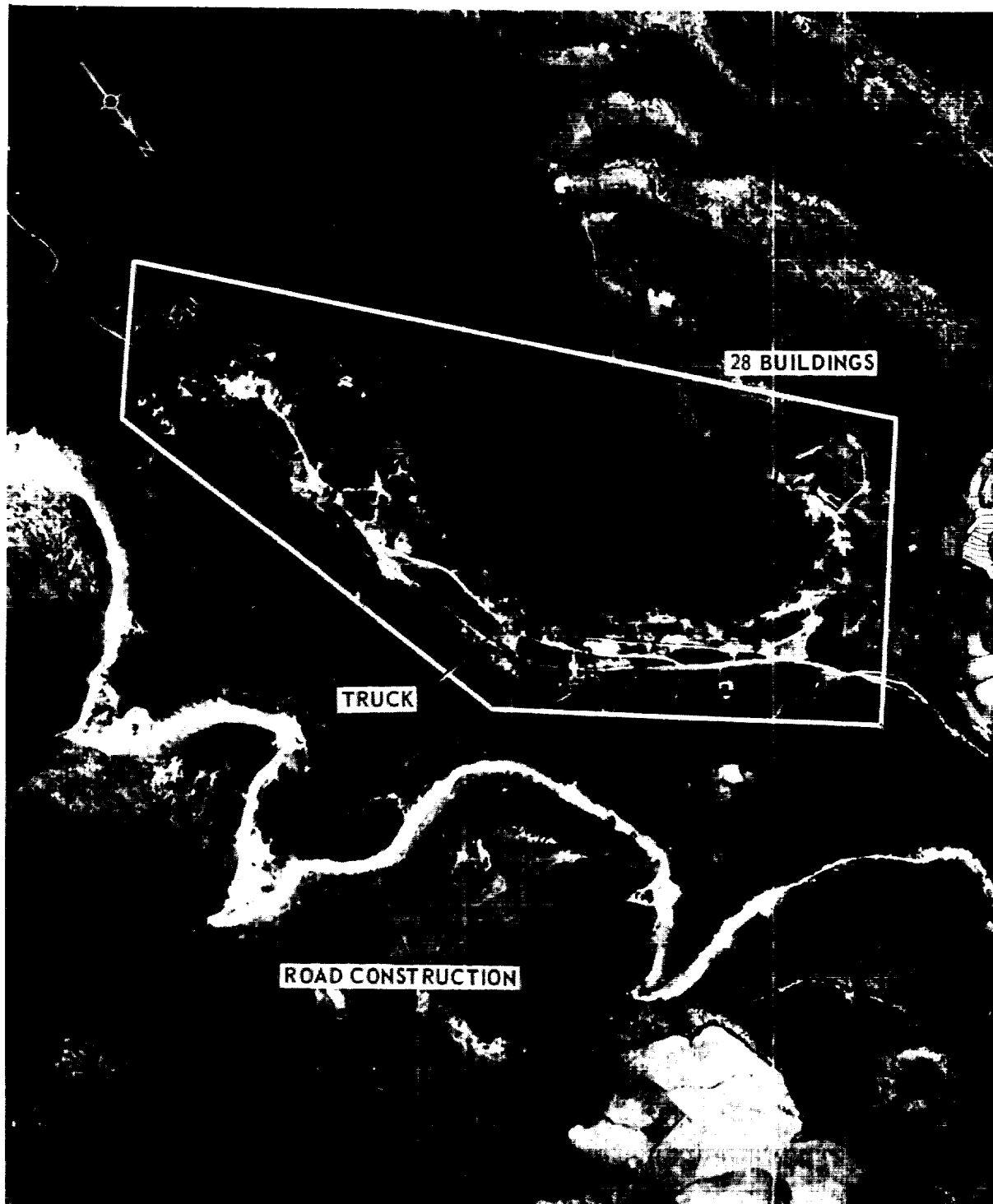
NORTH  
VIETNAM

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NO. 19

ROAD CONSTRUCTION (VARIOUS  
STAGES OF COMPLETION)

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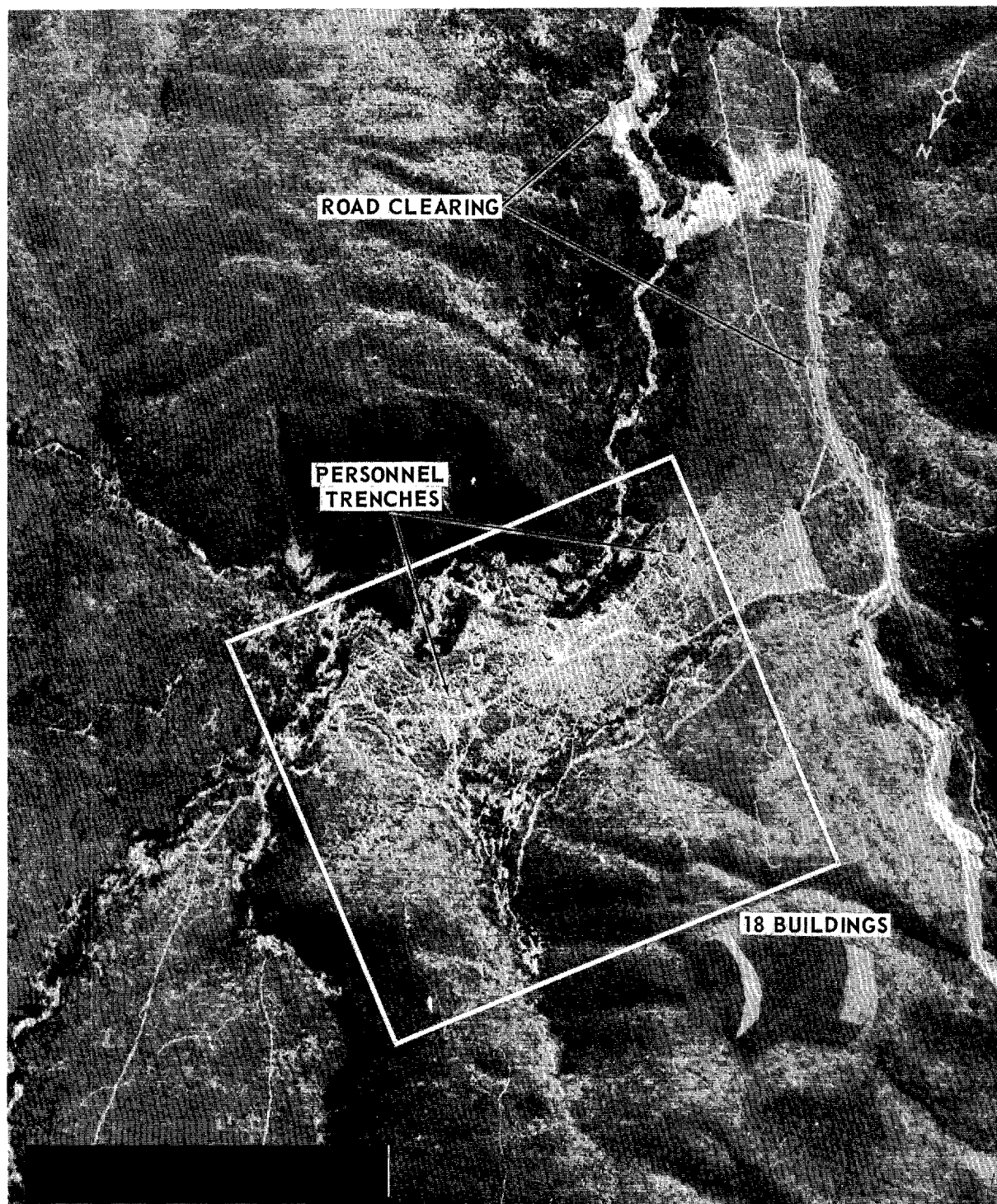


NPIC L-7372 (3/67)

FIGURE 16. MILITARY CONSTRUCTION FACILITY, ROUTE 132 AREA, NORTH VIETNAM

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NPIC L-7373 (3/67)

FIGURE 17. MILITARY/CONSTRUCTION FACILITY, ROUTE 132 AREA, NORTH VIETNAM

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3. Major Transloading/Transshipment Points, Thuong Phong Trang Area, North Vietnam

25X1D Major railroad transloading and transshipment points have been established on the banks of the Rao Nay (river) in the vicinity of Thuong Phong Trang (17-54N 106-00E). Construction has been discontinued on the railroad cable bridge at UTM XE064801 (see Summaries 17 and 23) and a tramway system has been adopted to maintain the flow of supplies along the Vinh/Dong Hoi Rail Line, which on [REDACTED] extended south to UTM XE156725.

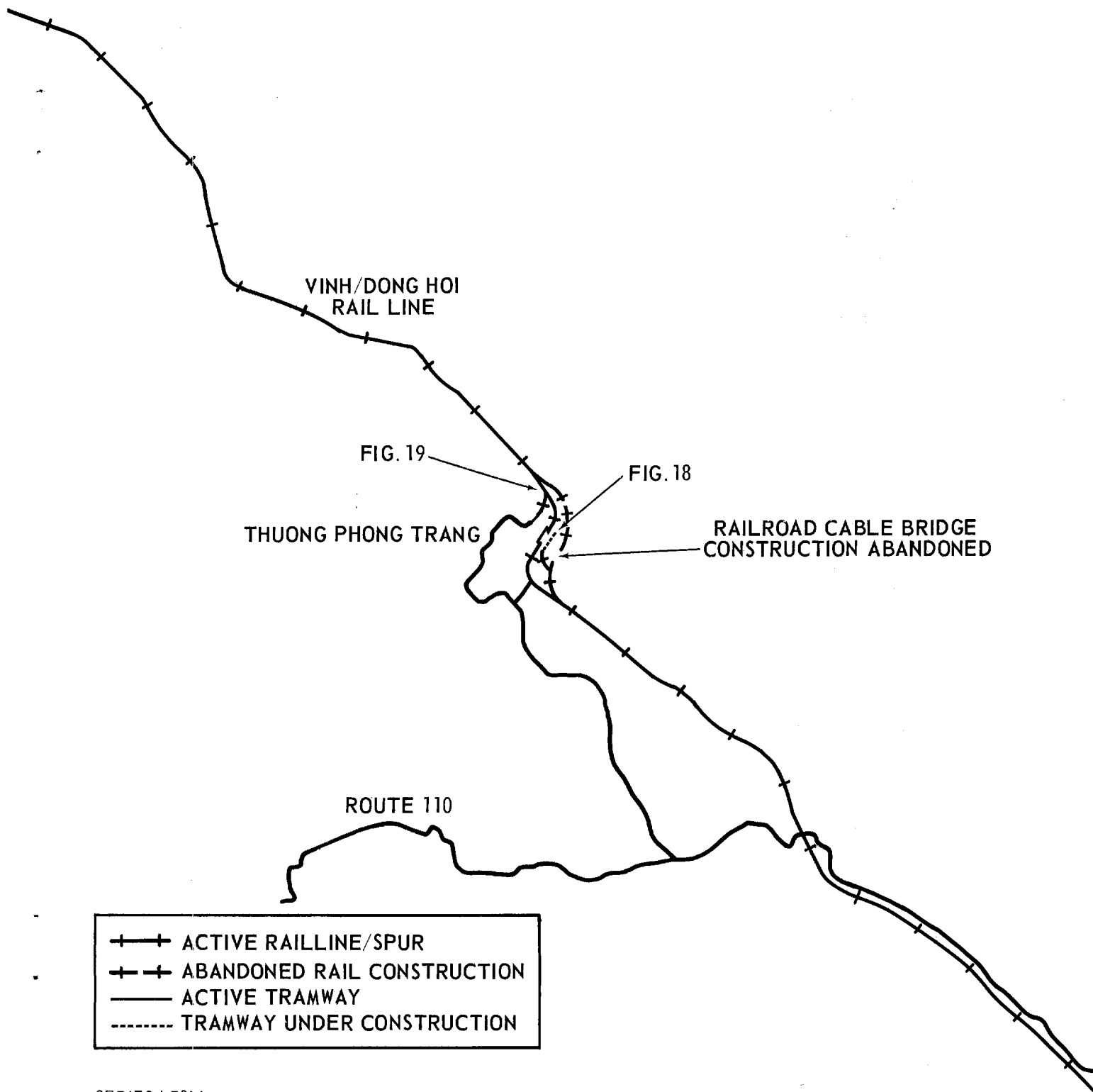
An operational tramway, providing rail-to-rail transloading, is located immediately west of the destroyed Thuong Phong Trang Railroad Bridge between approximate UTM's XE062803 and XE063804 and is served by the main line (Figure 18). A similar tramway is under construction immediately east of the bridge (a cable anchorage excavation is visible on the north bank) and will be served by an extension of the rail spur originally constructed as a southern approach to the abandoned cable bridge. Large volumes of unidentified supplies have been staged at the three track termini in this area.

25X1D A rail spur extends from the main line north of the Rao Nay to approximate UTM XE061806, where an additional operational tramway provides rail-to-road transshipment (Figure 19). Stacks of unidentified supplies are located on a service road to Route 110 at the southern end of this tramway (approximate UTM XE060805). Stacks of unidentified supplies are also located at UTM XE063807. Eleven railcars were located north of the river on [REDACTED] and nine were located on the south bank.

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[REDACTED]

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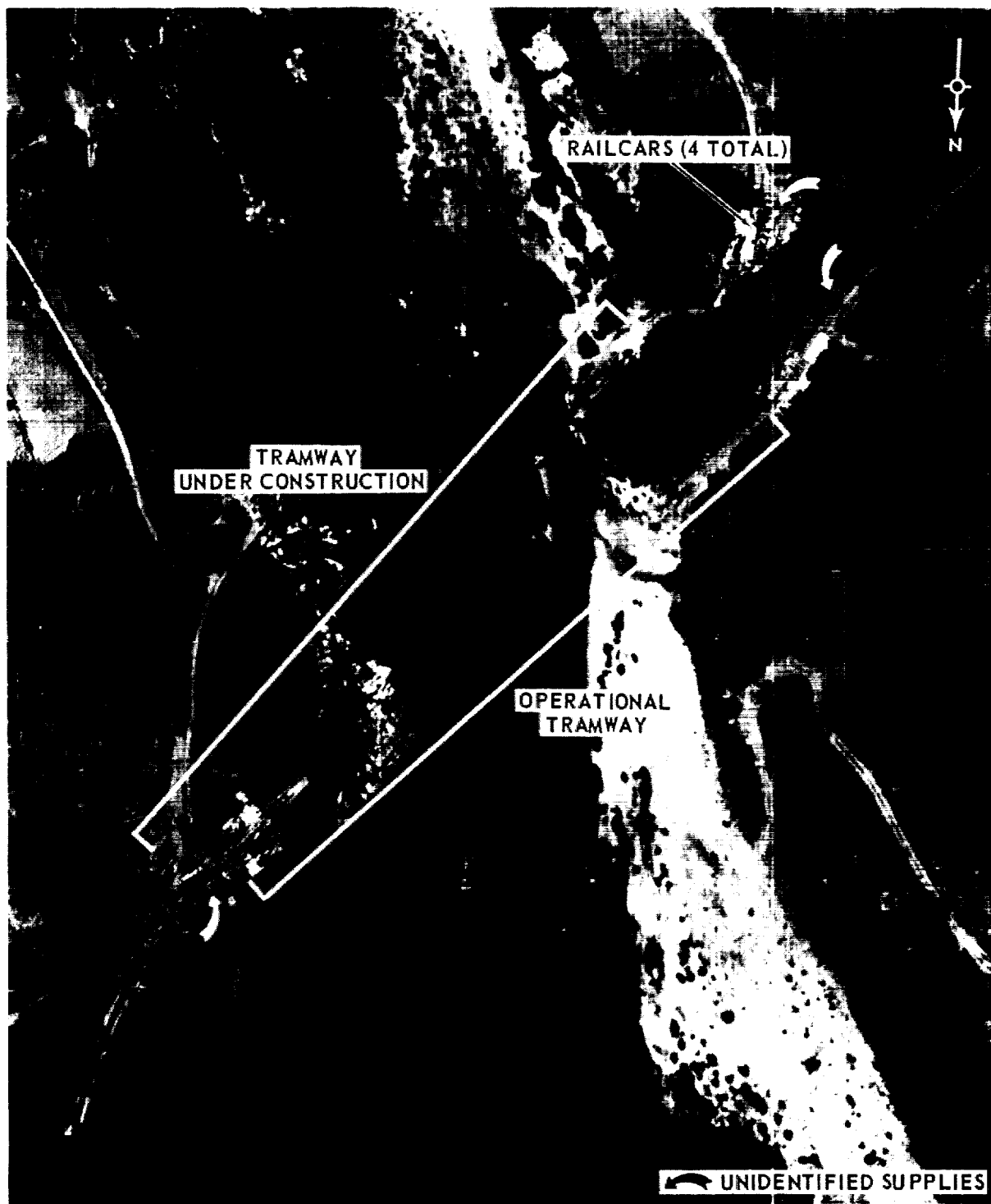


FIGURE 18. TRANSLOADING POINTS, THUONG PHONG TRANG AREA, NORTH VIETNAM

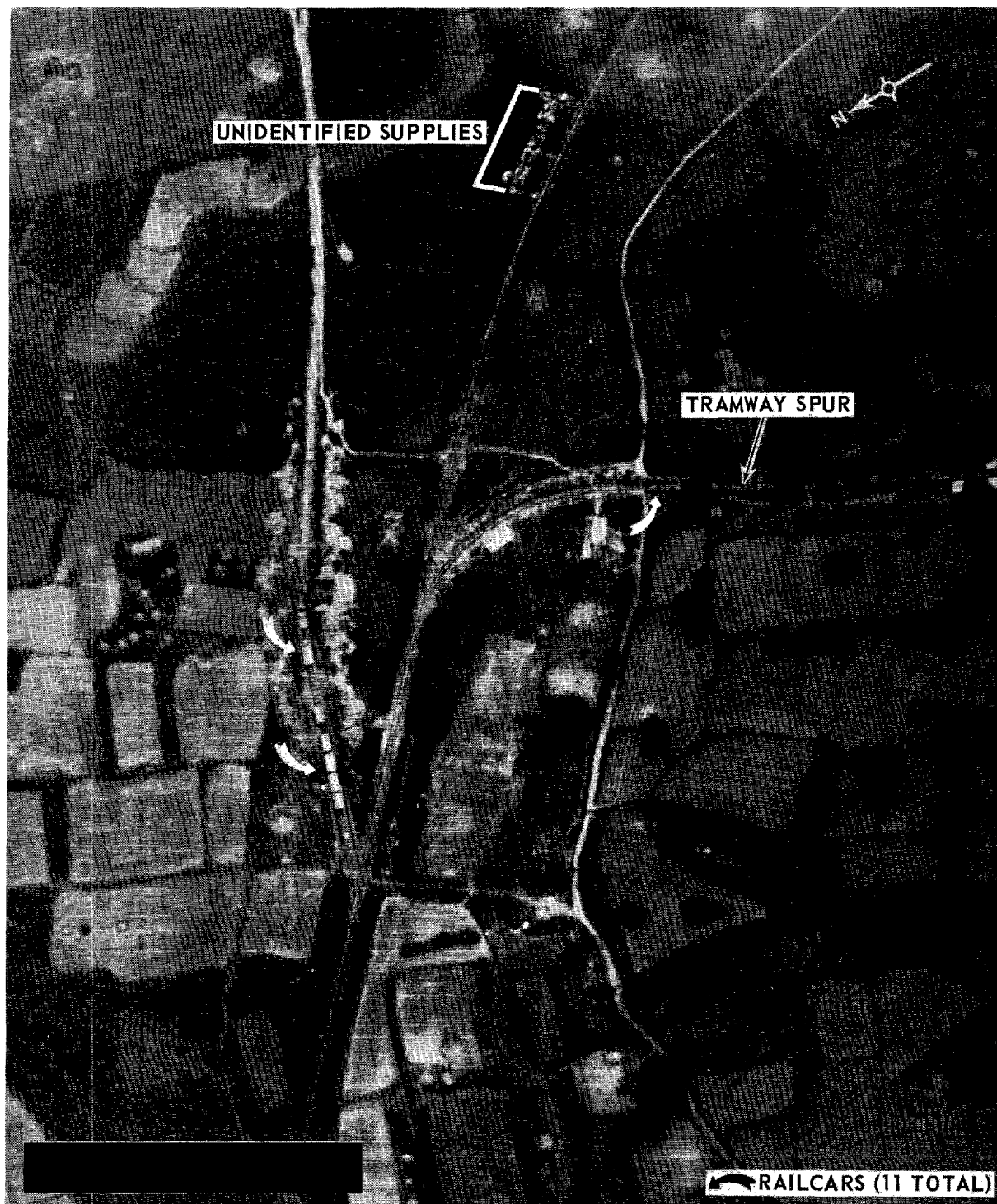


FIGURE 19. ROLLING STOCK, VINH/DONG HOI RAIL LINE, NORTH VIETNAM

NPIC L-7379 (3/67)

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4. Increased River Traffic, Tonle Kong (River), Cambodia

There has been a significant increase in the volume of river traffic observed on the Tonle Kong (river) between Stung Treng at 13-31N 105-57E and the Cambodia/Laos border at 14-35N 106-32E. Recorded observations of motorized river craft on the northern half of this water-borne supply route have increased approximately 25 percent over a similar calendar period in 1966. Eighty-five craft were identified on [REDACTED] between the Siempang area (14-07N 106-23E) and the border, compared with the previous maximum single-day total of 61 craft on [REDACTED]

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25X1D

The correspondingly high number of motorized river craft observed on the southern half of the river, between Stung Treng and Siempang -- 84 craft on [REDACTED] -- indicates an increased reliance on the entire water-borne route. Accurate figures of observations along this segment have not been heretofore recorded due to their relative insignificance in comparison with the vehicular activity on the road system between these two points (see Summary 36, Sections I and III). Examples of the river traffic are presented in Figures 21-27.

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A probable storage/transshipment area is located immediately north of Stung Treng Airfield along the Tonle Kong, at UTM XV101972 (Figure 20). At least eight probable storage buildings are partially concealed along the river bank with an additional five buildings available for support. On [REDACTED] three motorized river craft were moored adjacent to the storage area.

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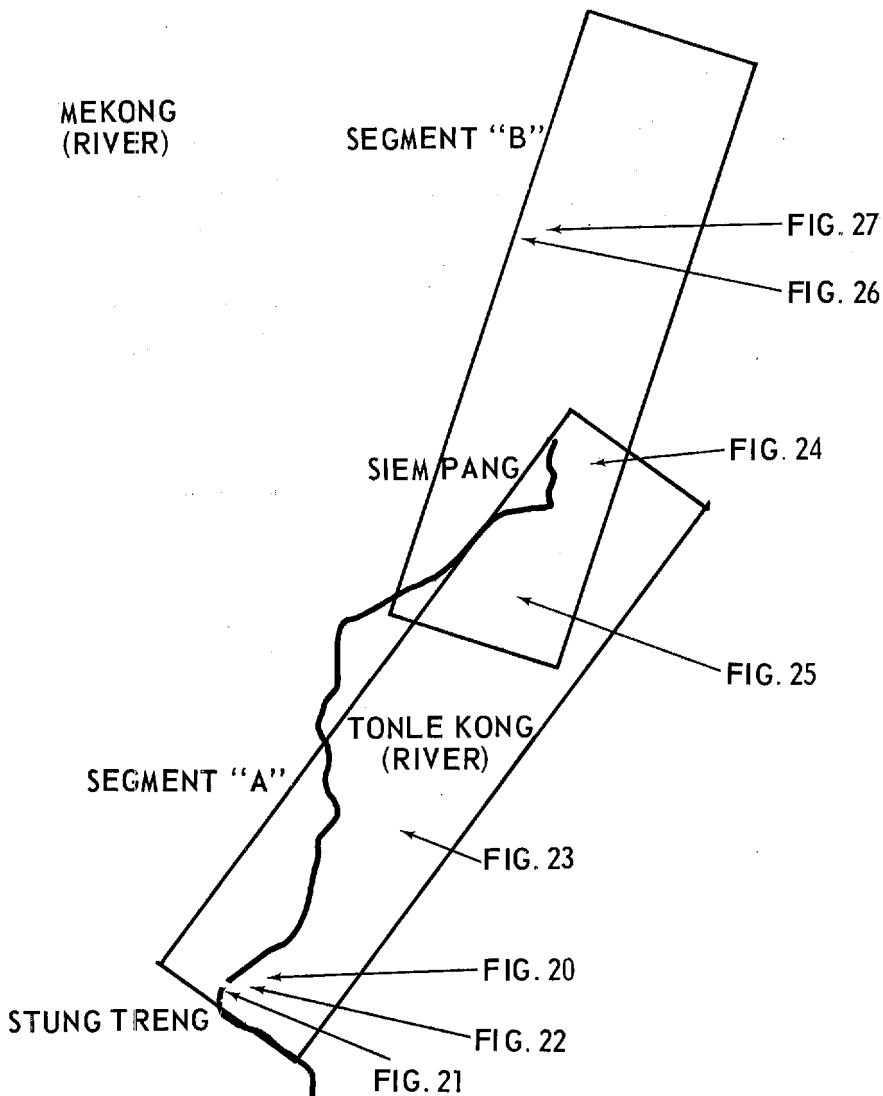
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ATTOPEU



LAOS

CAMBODIA

SELECTED SIGHTINGS OF MOTORIZED RIVER CRAFT

SEGMENT 'A'



82 MOTORIZED CRAFT  
84 MOTORIZED CRAFT

SEGMENT 'B'



85 MOTORIZED CRAFT  
51 MOTORIZED CRAFT

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FIGURE 20. PROBABLE STORAGE TRANSSHIPMENT AREA, STUNG TRENG AREA, CAMBODIA

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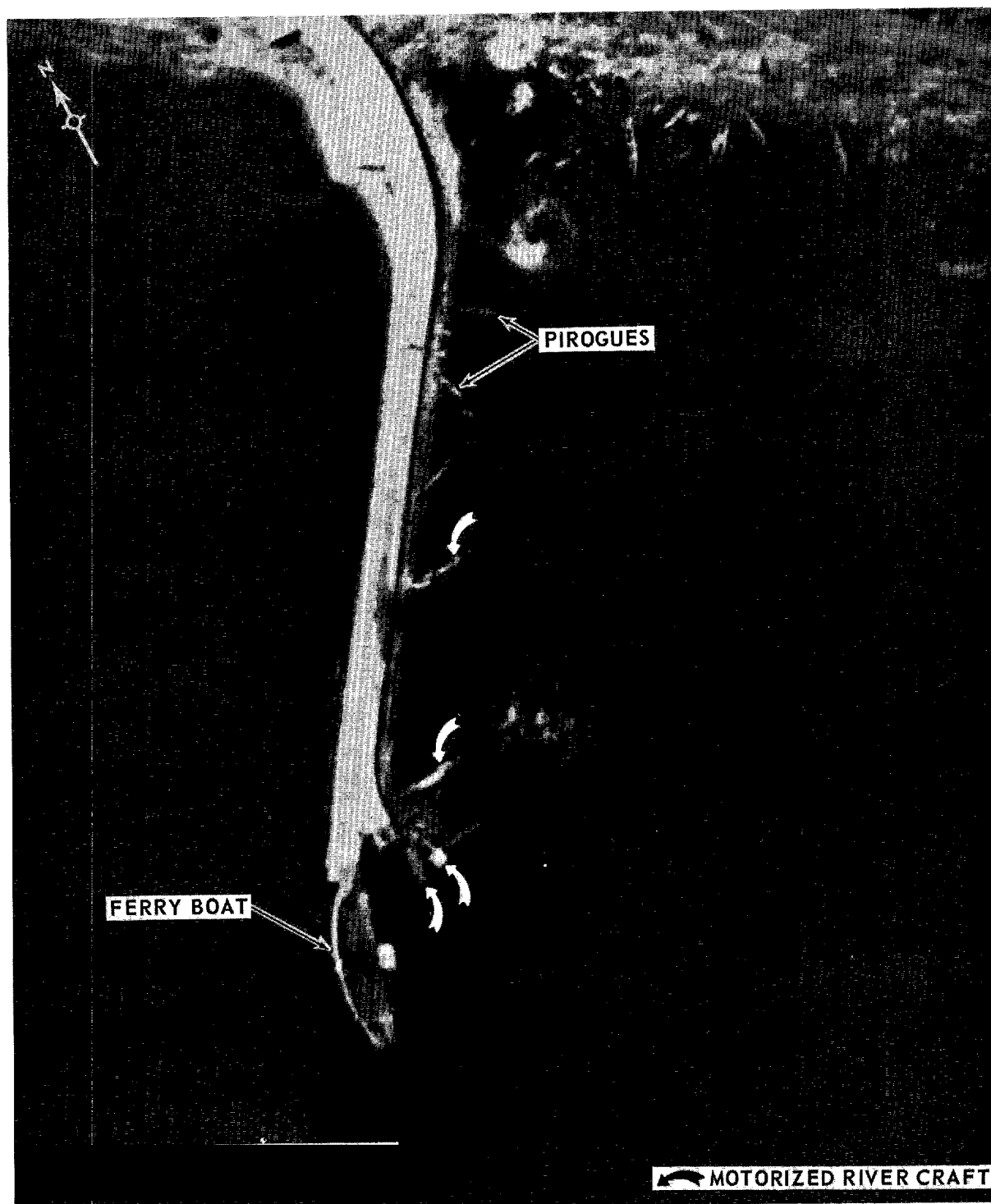


FIGURE 21. FERRY CAUSEWAY, STUNG TRENG, CAMBODIA

NPIC L-7382 (3/67)

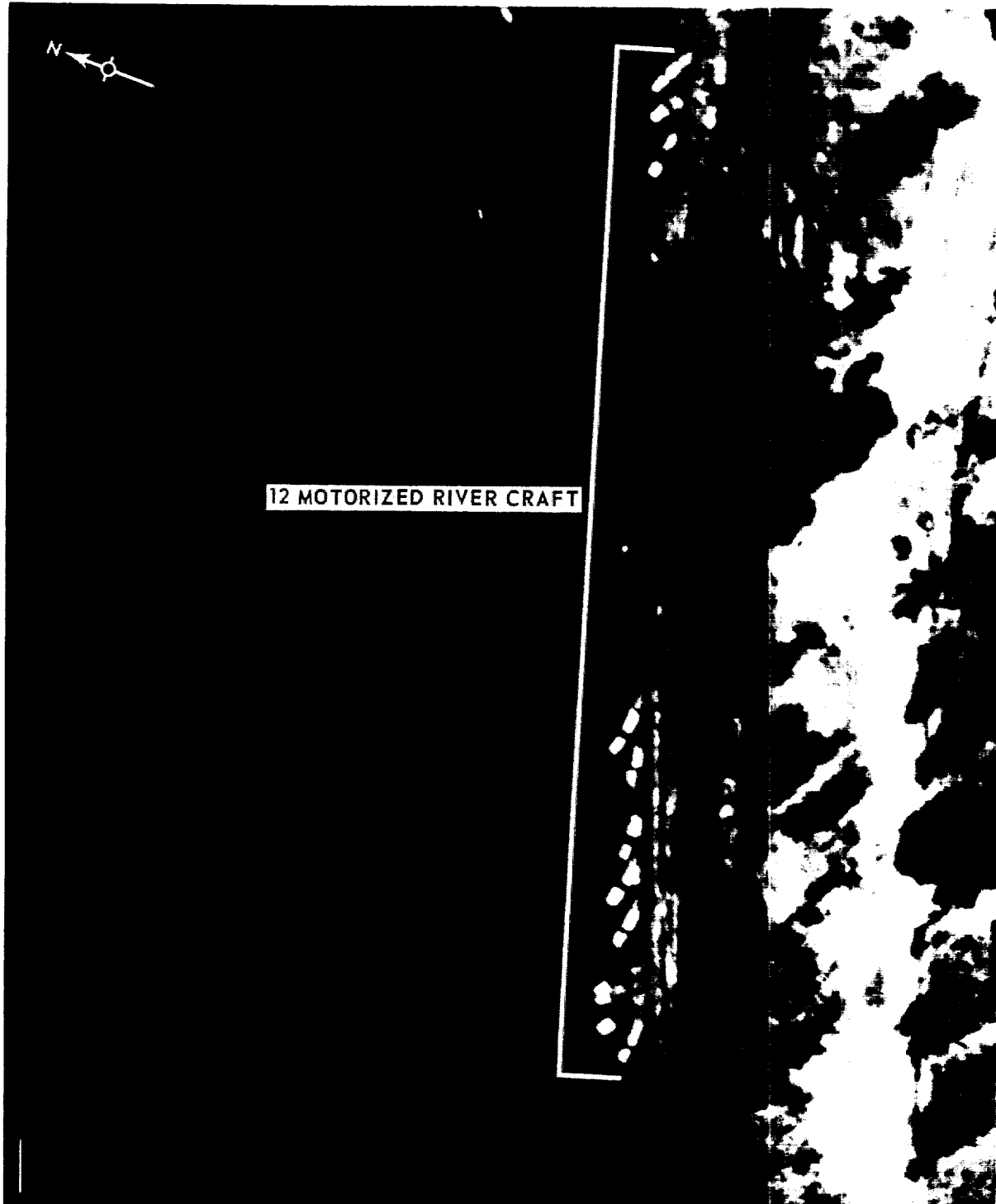
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12 MOTORIZED RIVER CRAFT

NPIC L-7383 (3/67)

FIGURE 22. MOTORIZED RIVER CRAFT, STUNG TRENG, CAMBODIA

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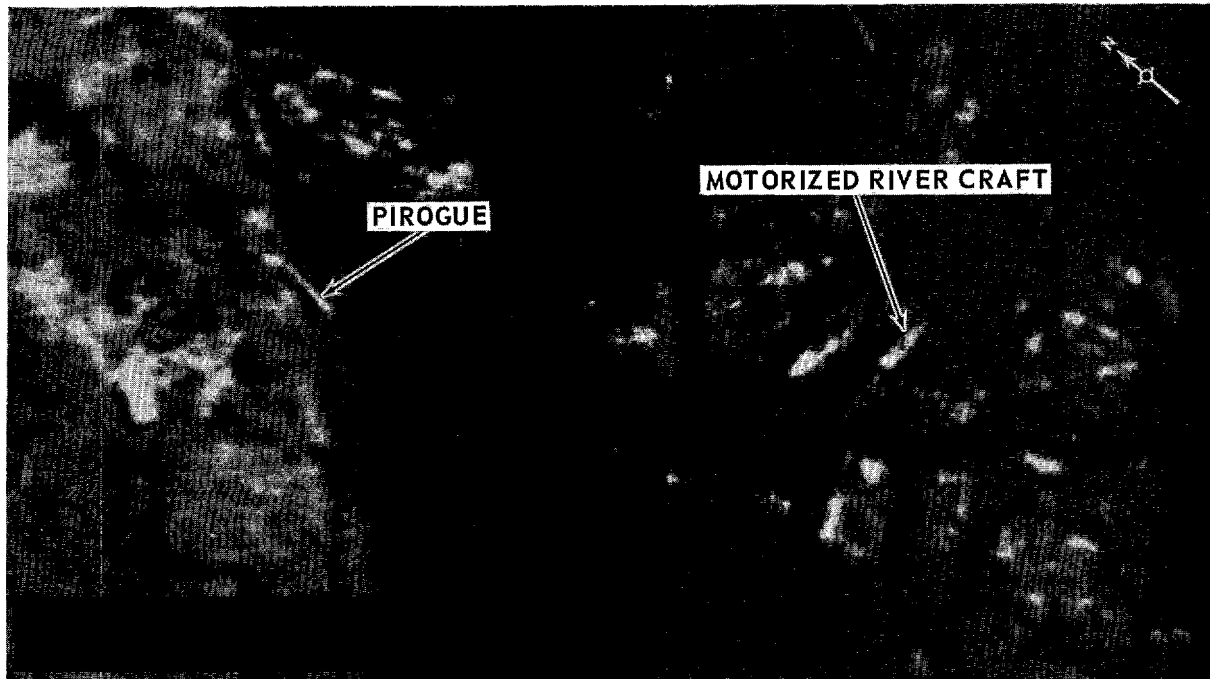


FIGURE 23. RIVER CRAFT (13-43N 106-11E), TONLE KONG (RIVER), CAMBODIA

NPIC L-7384 (3/67)

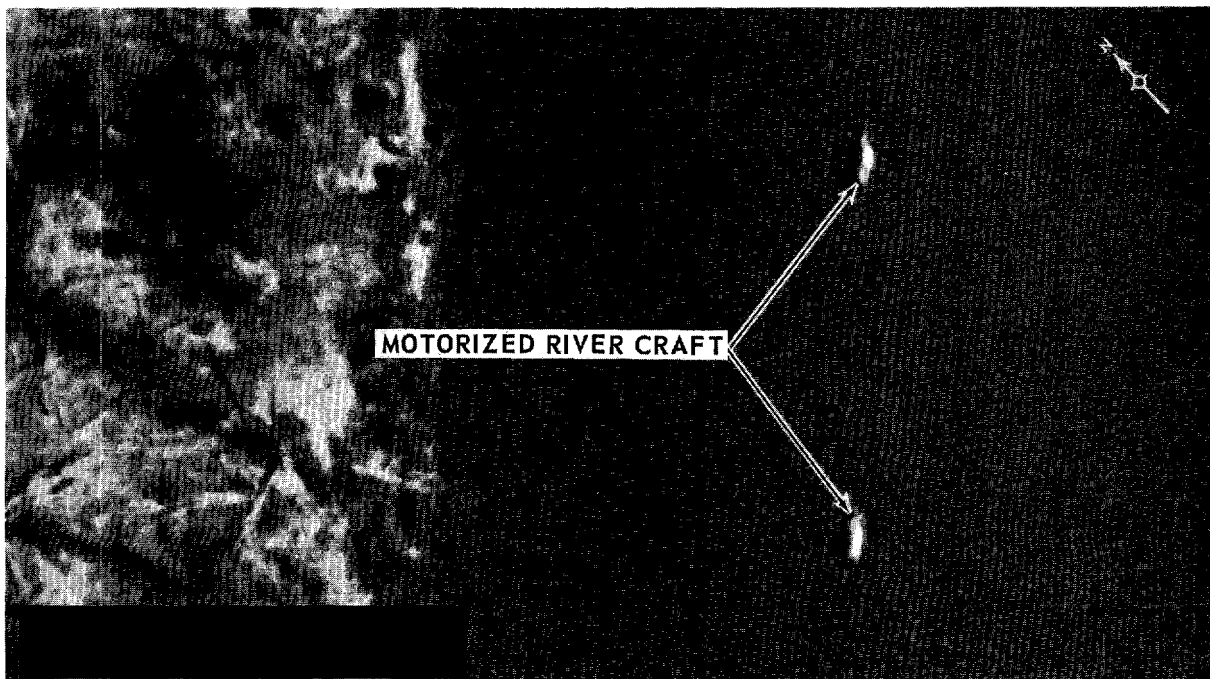
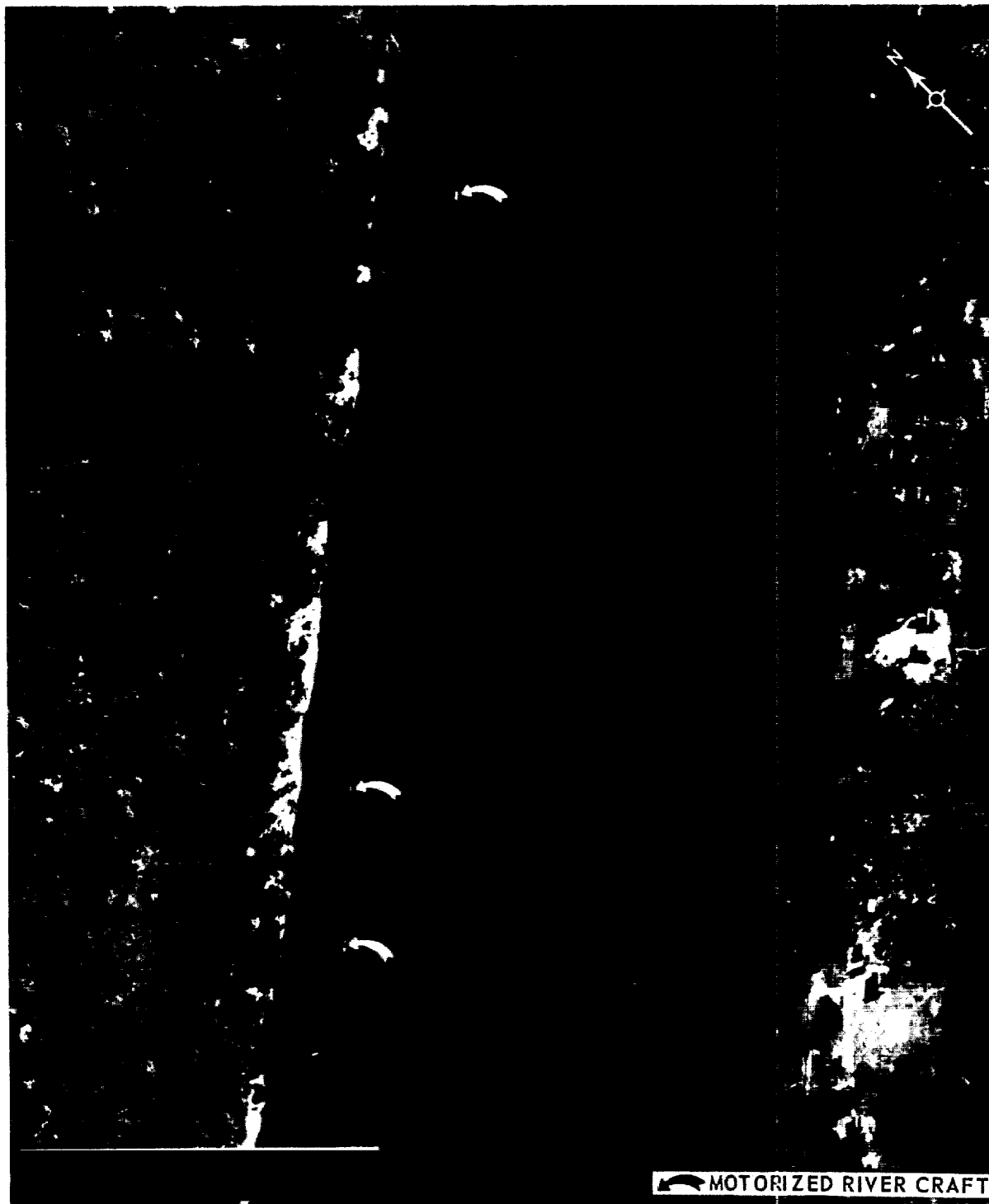


FIGURE 24. MOTORIZED RIVER CRAFT (14-10N 106-25E), TONLE KONG (RIVER), CAMBODIA

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FIGURE 25. MOTORIZED RIVER CRAFT (14-00N 106-20E), TONLE KONG (RIVER), CAMBODIA

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FIGURE 26. MOTORIZED RIVER CRAFT (14-26 106-20E), TONLE KONG (RIVER), CAMBODIA

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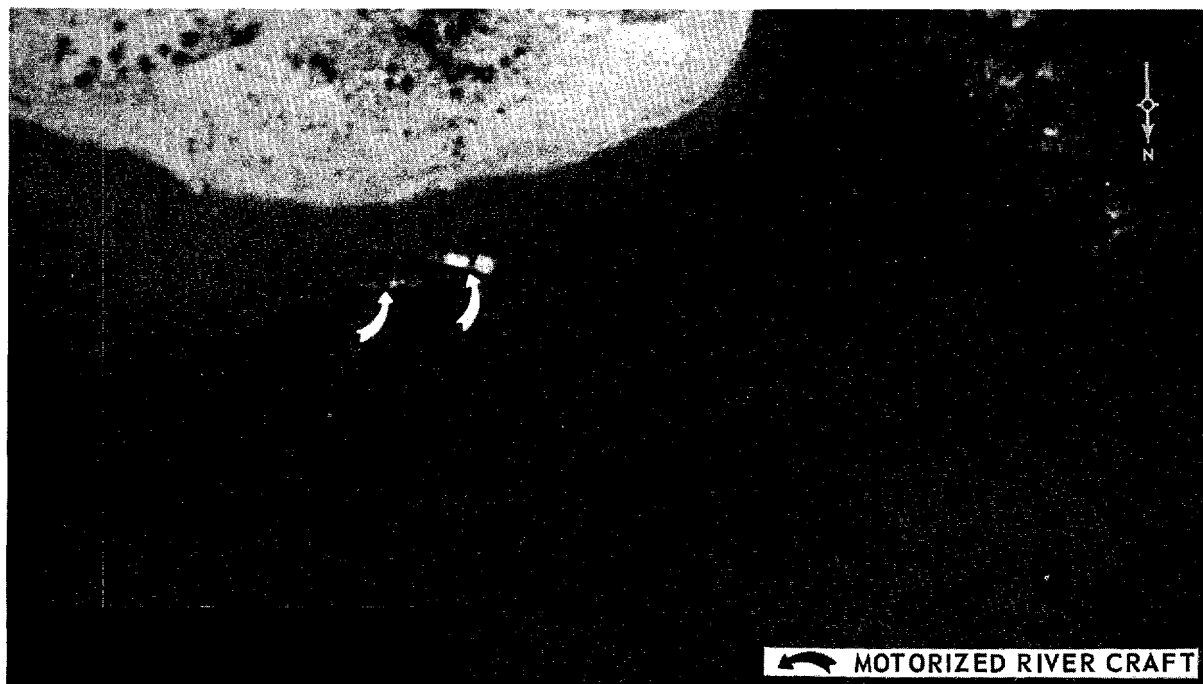


FIGURE 27. MOTORIZED RIVER CRAFT (14-27N 106-22E), TONLE KONG (RIVER), CAMBODIA

NPIC L-7388 (3/67)

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Road Study, Route 110, Laos

Laos Route 110 between the Cambodia border at 14-35N 106-33E and the junction with Route 96 at 14-42N 107-18E reflects a recent surge in activity in both the construction of alternate road segments and the development of associated facilities. This sudden increase in activity coincides with an increase in river traffic on the Tonle Kong (reported in Item 4), the northern segment of which is adjacent to the western terminus of this road.

25X1D Construction of Route 110, extending west from Route 96, was first  
25X1D observed in [REDACTED] and by [REDACTED] it had been connected with Cambodia  
25X1D Route 97 to form the 103 nm-long "Sihanouk Trail". Route 110 is a single lane, natural surface road, [REDACTED] with the segment between Route 96 and the Cambodia border measuring 62 nm. The road traverses sandstone, conglomerate, and sandy shale terrain. The soil consists of silty sand underlain by clay and laterite. The eastern one-third of the road lies in an area of dense evergreen forests while the remaining area is characterized predominantly by a mosaic of small cultivated fields, grass, bamboo, and scrub vegetation.

All native activity seems to have disappeared from the areas immediately adjacent to the road. Sporadic concentrations of new slash and burn agriculture and maintained buildings in otherwise abandoned villages probably indicate the presence of non-indigenous peoples since a predominant characteristic of the local ethnic tribes is to move en masse rather than scatter in smaller groupings. These observations are additionally fortified by such indicia of military activity as foxholes and AW/AA sites.

The alignment of Route 110 as presented on the accompanying maps has been derived from stereoscopic photographic interpretation and is as correct as possible within the limitations of available topographic detail. Along the length of the road are 53 fords (predominantly dry during this season), 3 culverts/bridges (Figures 48-50), switchbacks, and sections where the road has been notched into steep-grade hillsides. The numerous by-passes and realignments which are now in various stages of construction indicate a new concern with maintaining the serviceability of this road (Figures 41, 42 and 51).

A total of 21 facilities have now been identified along this segment of Route 110, including a probable military training area, truck parks, rest and refuel facilities, and support areas. The UTM coordinates and composition of each facility follows:

1. Truck park, KB672130: single looped parking lane.

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LAOS

ATTOPEU

SE KONG  
(RIVER)

ROUTE 110

ROUTE 96

ROUTE 110

ROUTE  
96/110

(SEE MAP, PAGE 47)

(SEE MAP, PAGE 37)

CAMBODIA

CAMBODIA

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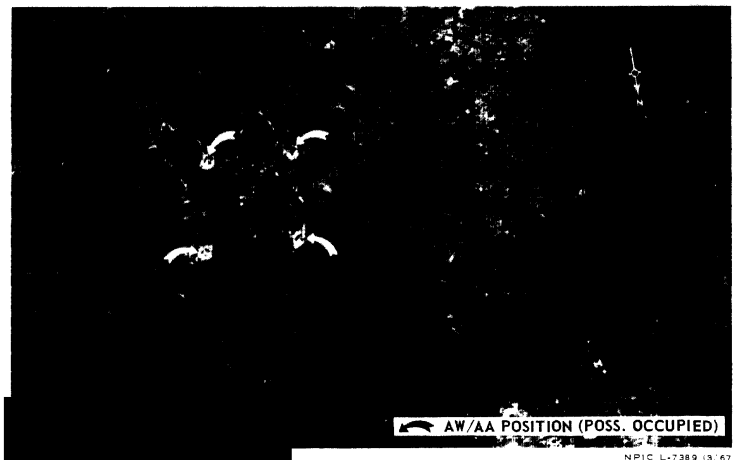
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2. Probable military training area, bounded by XB747137, XB744116, XB710118 and XB711126: AW/AA sites at XB712125, XB713122, XB735128 (Figure 28), XB736123 (Figure 29), and XB745135 (Figure 30); Foxholes at XB725119 (Figure 31) and XB737124 (Figure 32); an additional AW/AA site is located immediately east of the area at XB757144 (Figure 33).
3. Truck park, XB751139: single looped parking lane.
4. Probable military support area, bounded by XB797164, XB795160, XB786163 and XB788168: 5 probable buildings, probable bivouac area, a 4-position AW/AA site (3 positions possibly occupied) at XB792164, personnel trenches with associated AW/AA positions, and foxholes (Figure 36).
5. Probable bivouac and support area, bounded by XB795174, XB795175, XB801168 and XB797167: 4 buildings and bivouac area (Figure 35).
6. Truck park, XB800166: single parking lane (Figure 35).
7. Probable military support facility, XB827193: 4 buildings maintained in partially deteriorated village (Figure 34).
8. Probable military support facilities, one bounded by XB860194.



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XB869102, XB863164 and XB854167 and one bounded by XB848145, XB848140, XB842140 and XB842145 (Figure 37): 21 buildings and extensive row crops.

9. Truck park/construction camp (see Summary 37, Item 10).
10. Probable rest and refuel facility, XB960199: two single parking lanes, one looped (Figure 38).
11. Probable rest and refuel facility, XB971212: large looped road.
12. Truck park, XB978211: single parking lane.
13. Truck park, XB998222: single parking lane (Figure 39).
14. Probable military support area, YB039234: row crops and extensive ground scarring under dense tree canopy (Figure 40).
15. Probable military base area, bounded by YB217284, YB222267, YB200261 and YB197276: probable truck park, 4 service roads and extensive trail network with ground scarring (Figure 43).
16. Probable rest and refuel area, bounded by YB235303, YB238295, YB230193 and YB229301: large looped service road with light trail activity and ground scarring (Figure 44).
17. Truck park, YB237292: looped parking lane (Figure 44).
18. Probable storage/support facility, YB293267: at least 5 buildings.
19. Truck park, YB426300: rectangular-shaped parking lane (Figure 47).
20. Truck park, YB431291: single parking lane.
21. Truck park, YB462285: single parking lane.

Route 16 is being reconstructed north from Route 110 at 14-42N 107-11E. A clearing operation extends from UTM YB359274 (200 yards north of Route 110) to the south bank of the Dak Xou (river) at YB355276 (Figure 46). Reclearing and trail widening extends generally northwest from YB343280, north of the river, to YB322317 (Figure 45).

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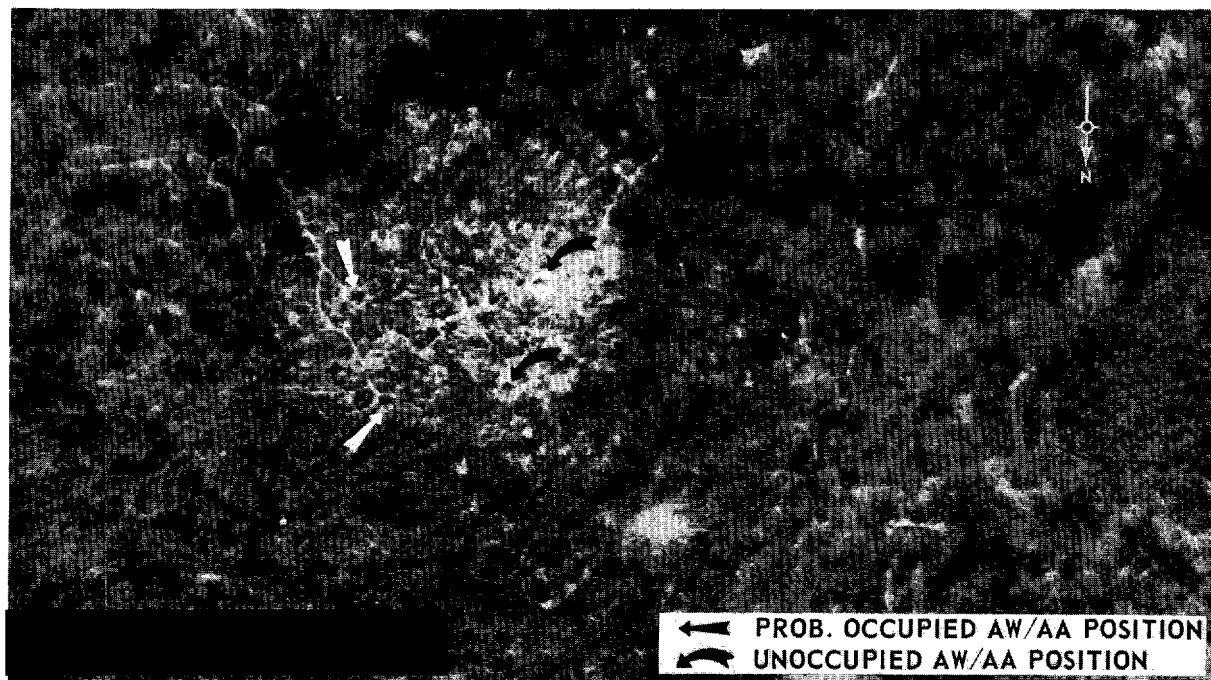


FIGURE 29. AW/AA SITE, PROBABLE MILITARY TRAINING AREA (14-35N 106-36E), ROUTE 110, LAOS

NPIC L-7392 (3/67)



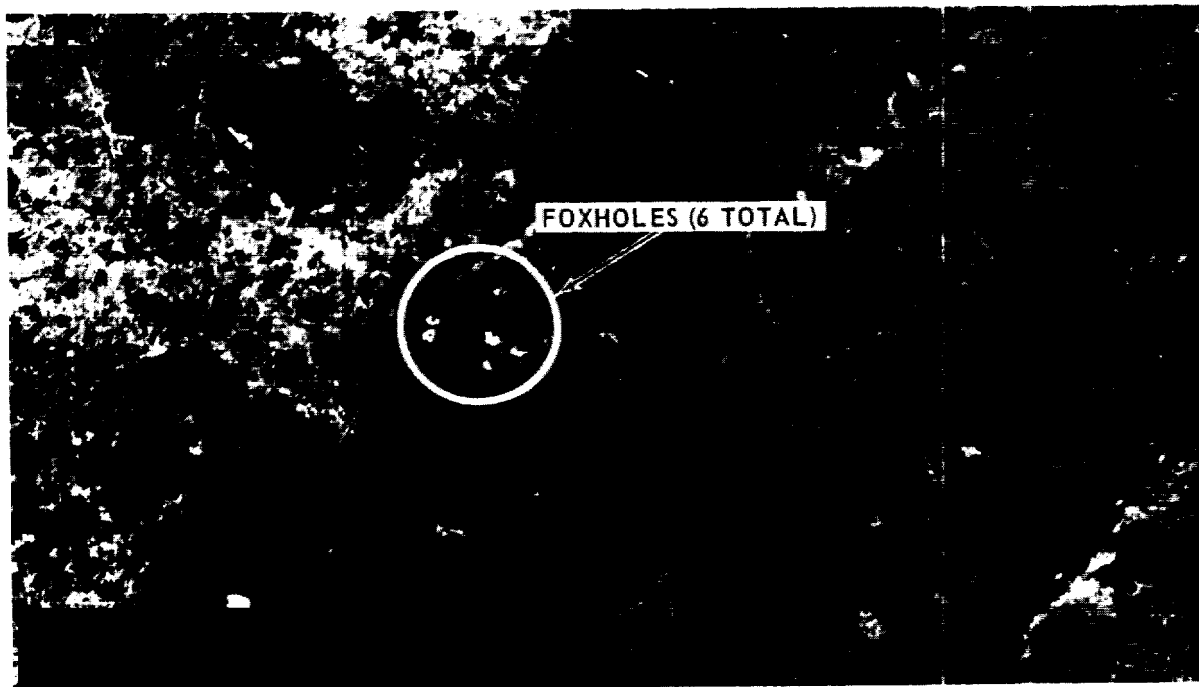
FIGURE 30. AW/AA SITE, PROBABLE MILITARY TRAINING AREA (14-35N 106-36E), ROUTE 110, LAOS

NPIC L-7393 (3/67)

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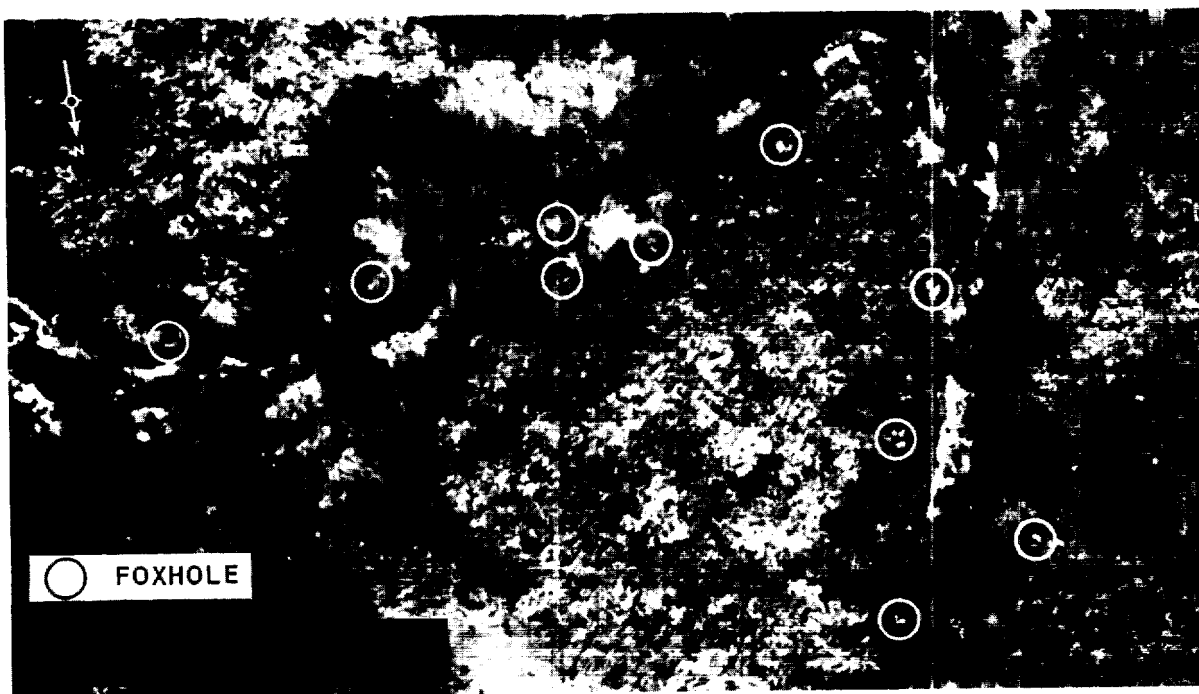
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25X1D

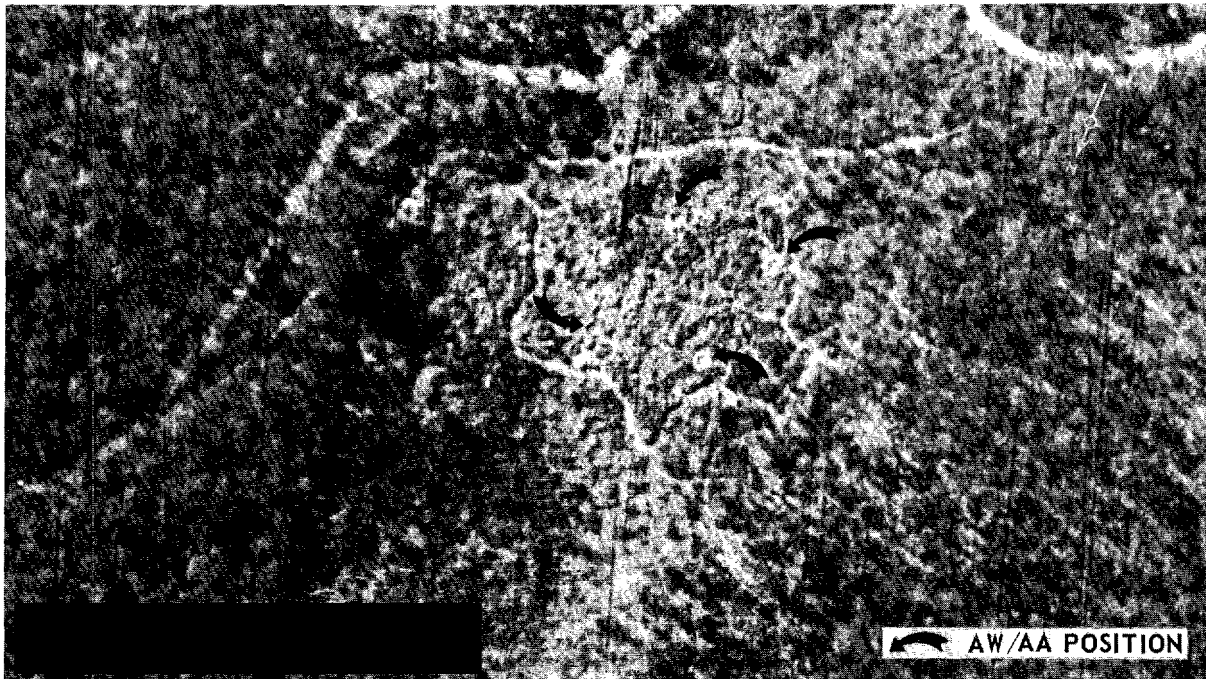
FIGURE 31. FOXHOLES, PROBABLE MILITARY TRAINING AREA (14-35N 106-36E), ROUTE 110, LAOS. NPIC L-7394 (3/67)



25X1D

FIGURE 32. FOXHOLES, PROBABLE MILITARY TRAINING AREA (14-35N 106-36E), ROUTE 110, LAOS NPIC L-7395 (3/67)

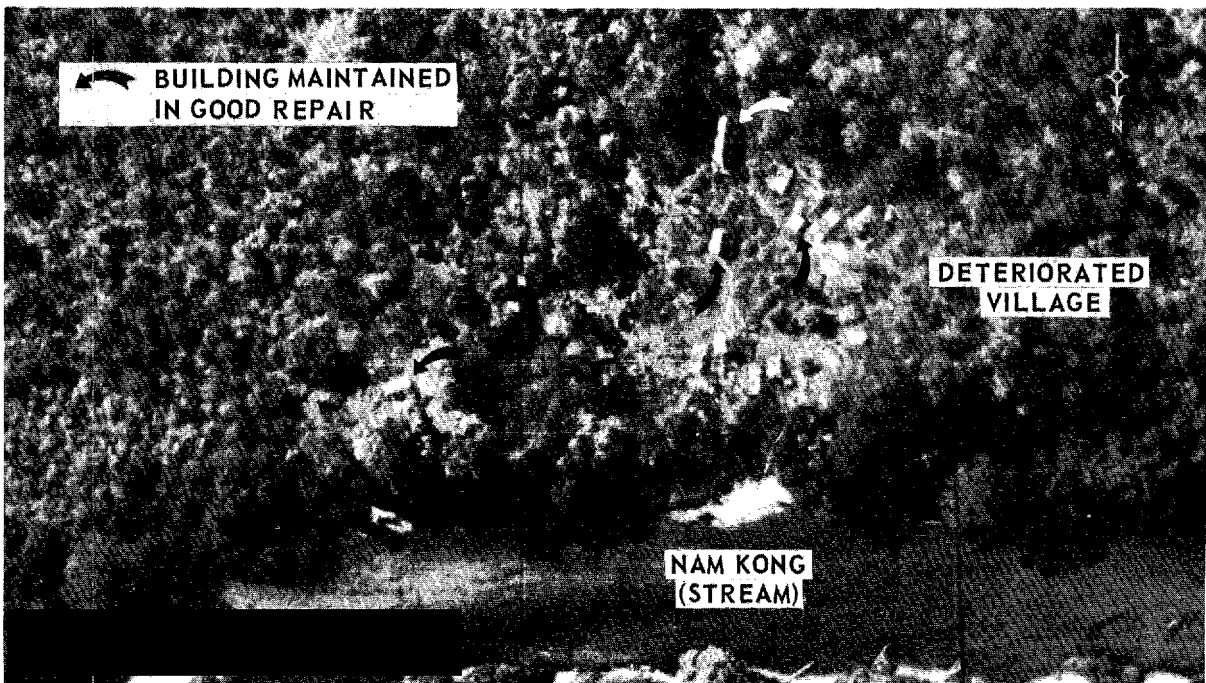
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FIGURE 33. AW/AA SITE (14-35N 106-37E), ROUTE 110, LAOS.

NPIC L-7396 (3/67)



25X1D

FIGURE 34. PROBABLE MILITARY SUPPORT FACILITY (14-38N 106-41E), ROUTE 110, LAOS.

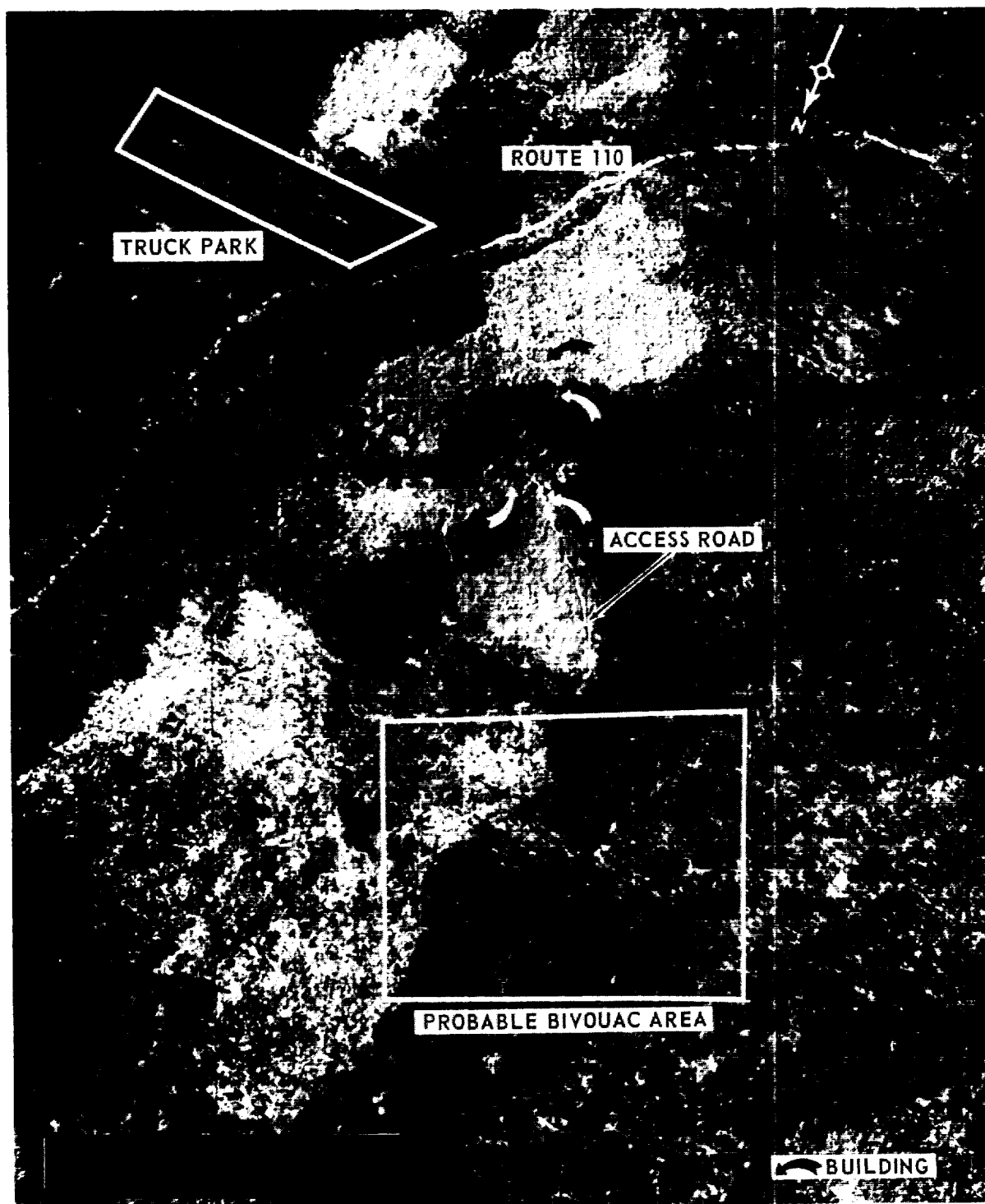
NPIC L-7397 (3/67)

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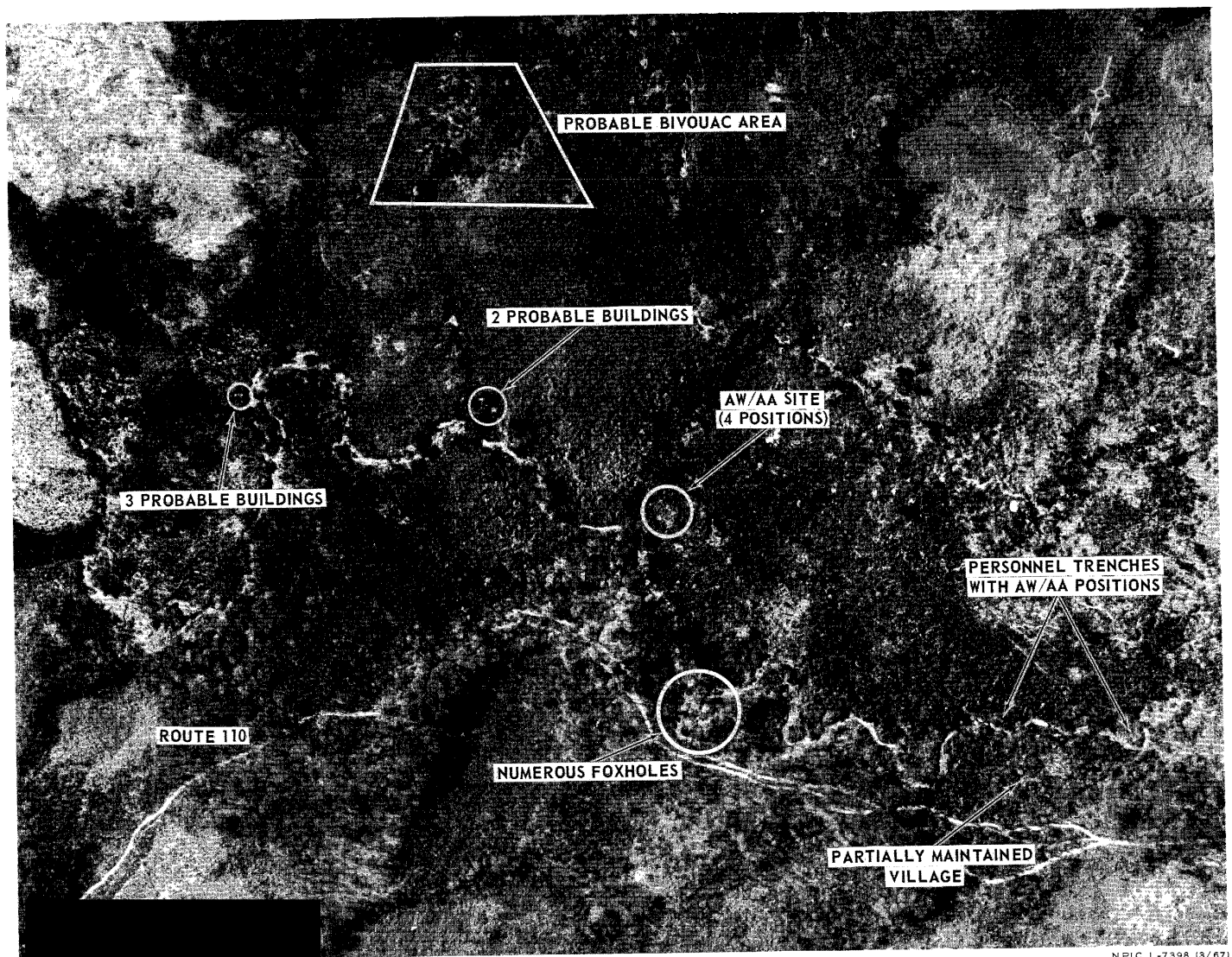
25X1D

FIGURE 35. PROBABLE MILITARY FACILITIES (14-37N 106-40E), ROUTE 110, LAOS

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FIGURE 36. PROBABLE MILITARY SUPPORT AREA (14-55N 102-32E), ROUTE 110, LAOS.

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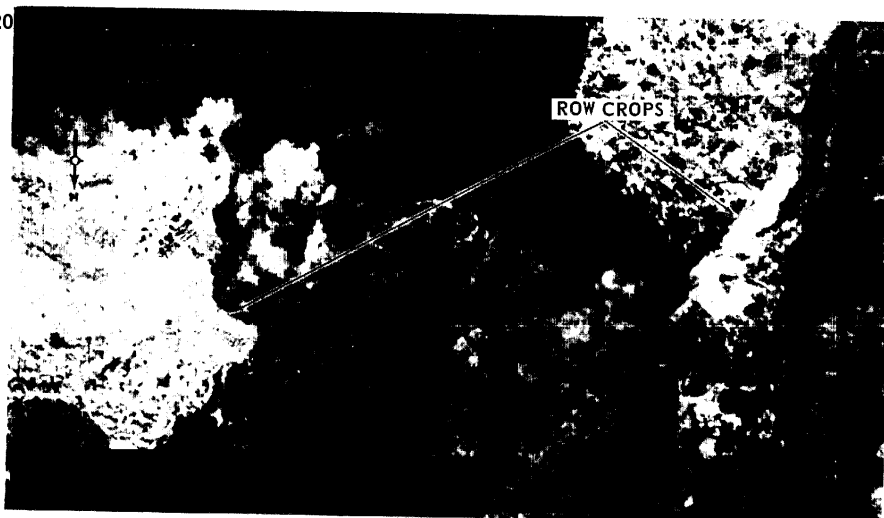
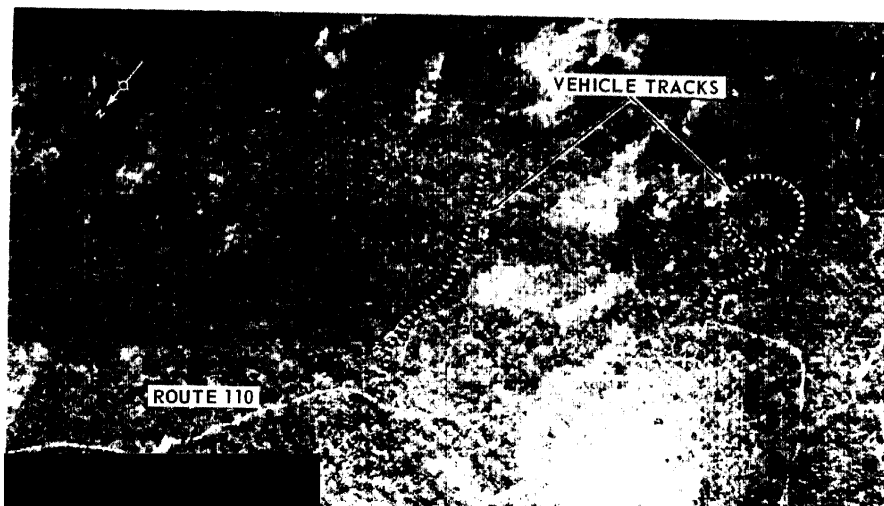


FIGURE 37. PROBABLE MILITARY SUPPORT FACILITY (14-35N 106-42E), ROUTE 110, LAOS. NPIC L-7400 (3/67)

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FIGURE 38. PROBABLE REST AND REFUEL FACILITY (14-38N 106-49E), ROUTE 110, LAOS. NPIC L-7401 (3/67)

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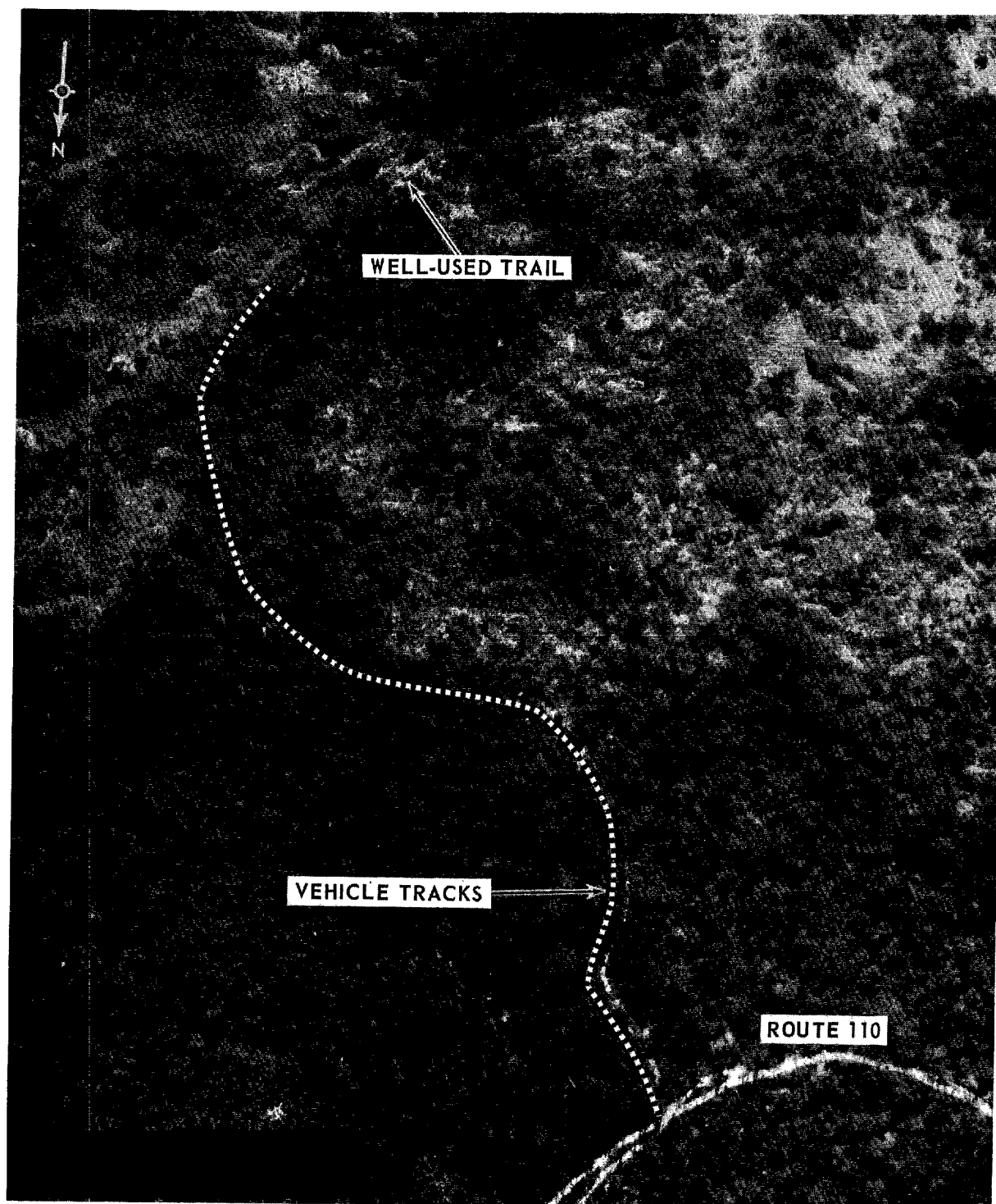


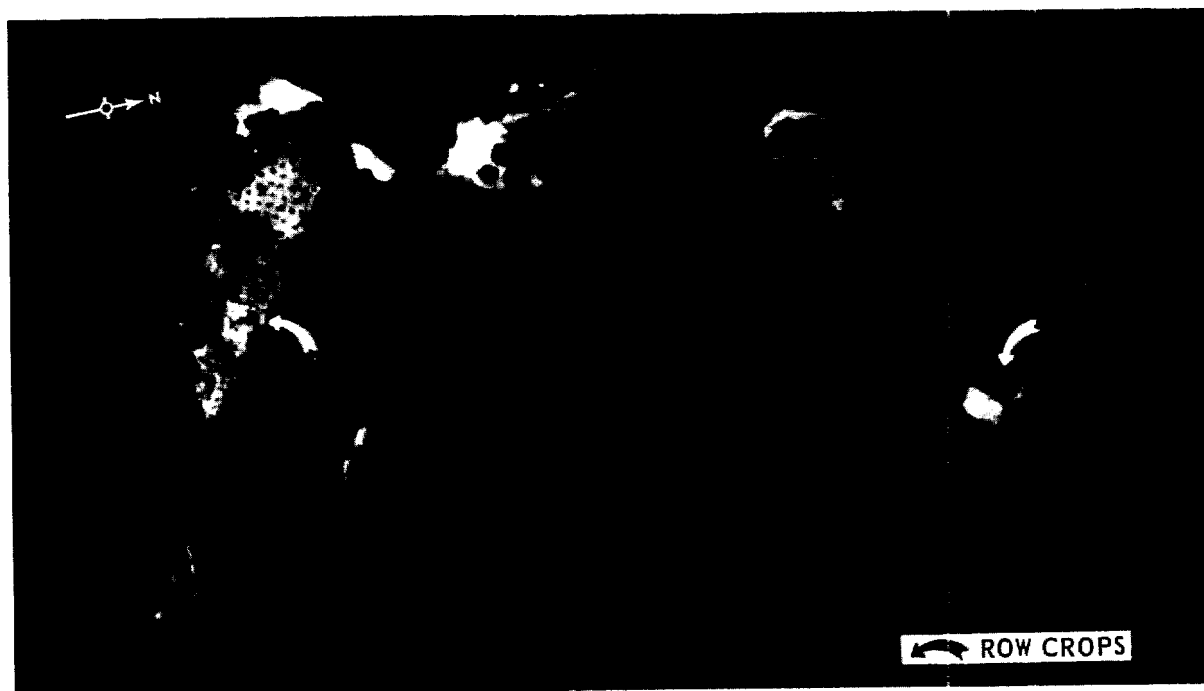
FIGURE 39. TRUCK PARK (14-40N 106-51E), ROUTE 110, LAOS

NPIC L-7402 (3/67)

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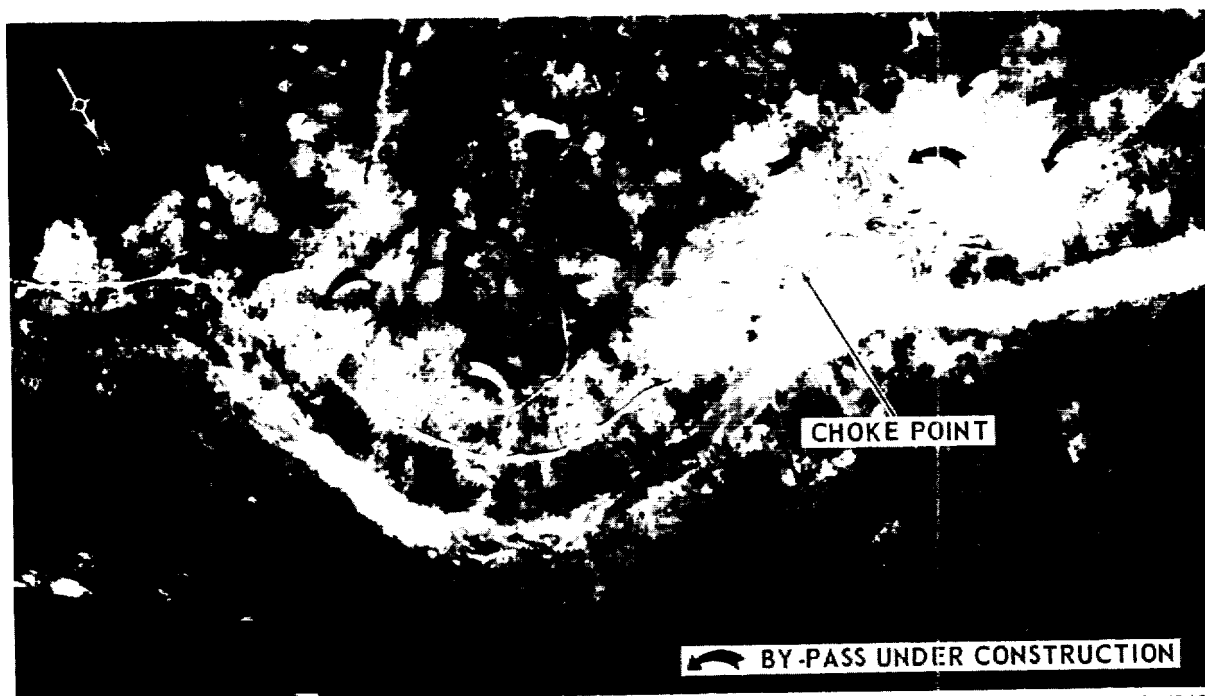
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NPIC L-7403 (3/67)

FIGURE 40. PROBABLE MILITARY SUPPORT AREA (14-40N 106-53E), ROUTE 110, LAOS.

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NPIC L-7404 (3/67)

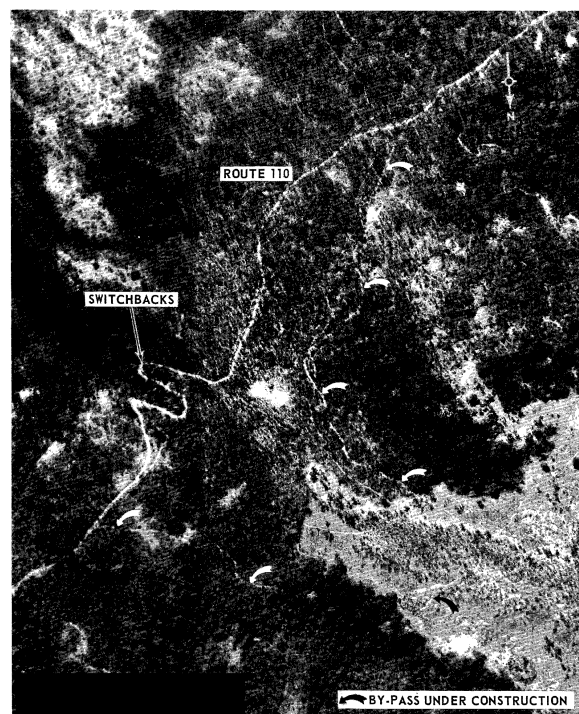
FIGURE 41. BY-PASS UNDER CONSTRUCTION (14-42N 107-10E), ROUTE 110, LAOS.

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FIGURE 42. BY-PASS UNDER CONSTRUCTION (14-43N 107-04E), ROUTE 110, LAOS

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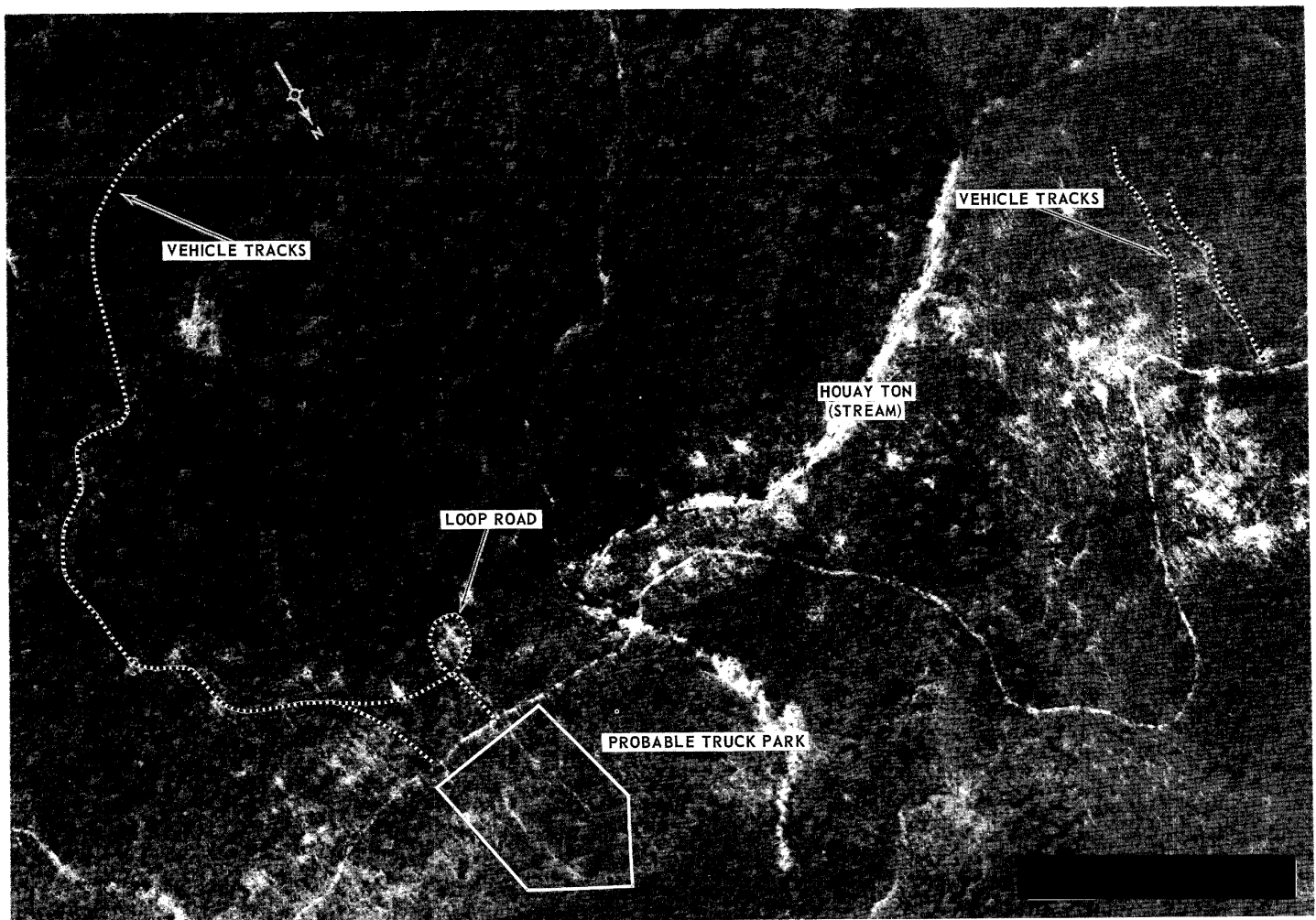


FIGURE 43. PROBABLE MILITARY BASE AREA (14-42N 107-03E), ROUTE 110, LAOS

NPIC L-7406 (3/67)

25X1D

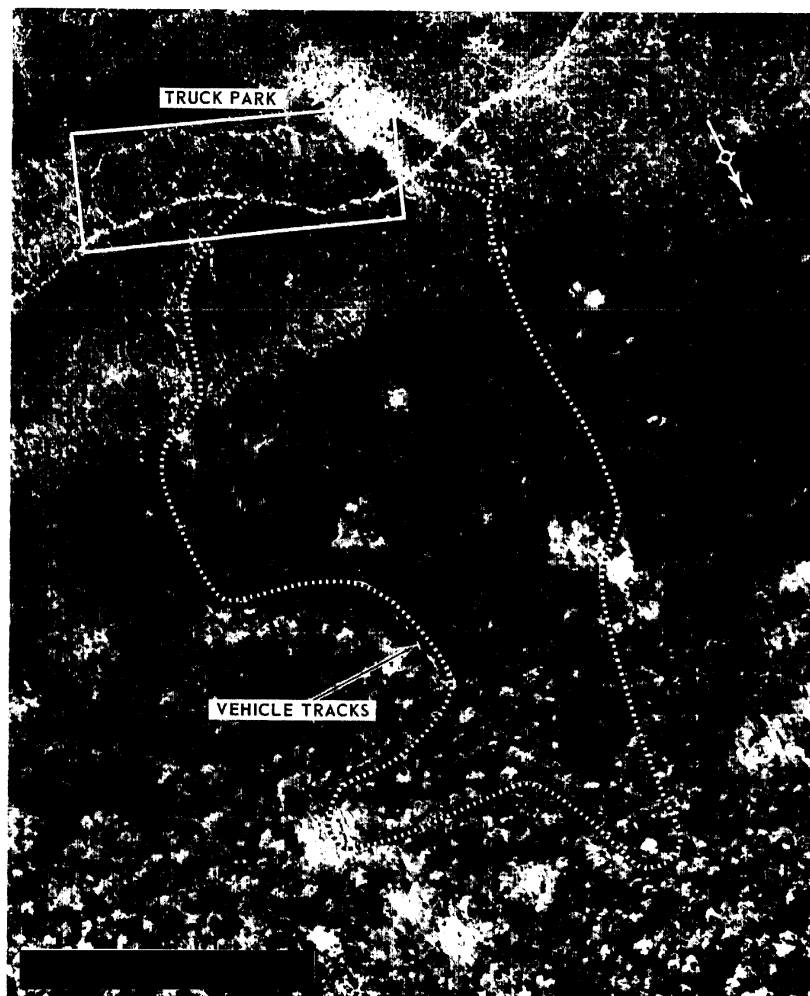
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FIGURE 44. PROBABLE REST AND REFUEL AREA (14-43N 107-04E), ROUTE 110, LAOS

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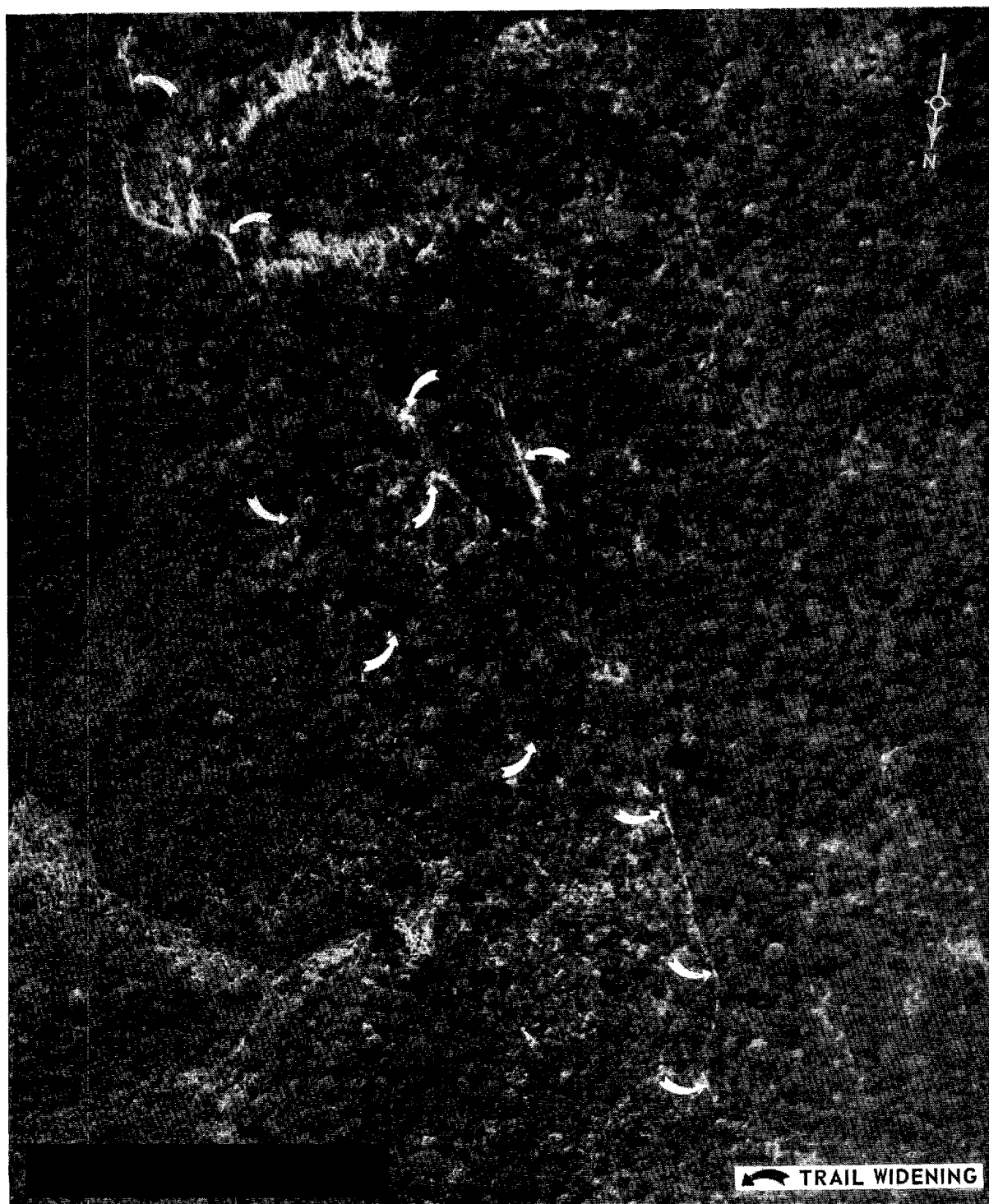


FIGURE 45. ROAD RECONSTRUCTION (14-43N 107-10E), ROUTE 16, LAOS

NPIC L-7408 (3/67)

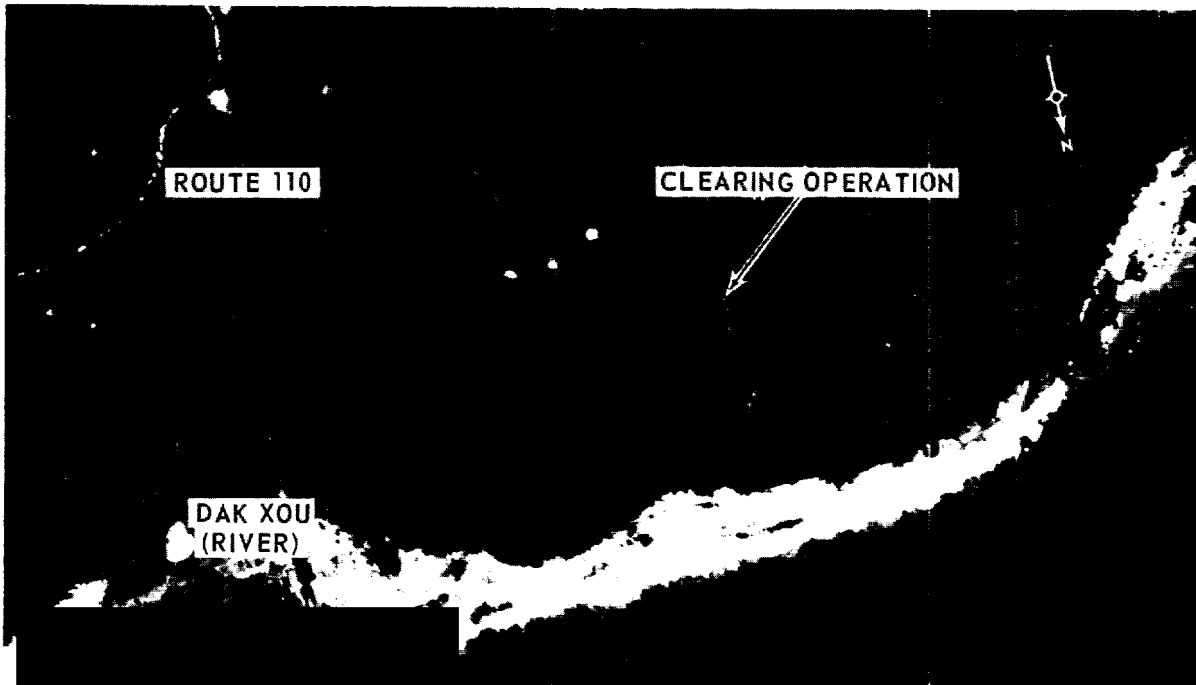
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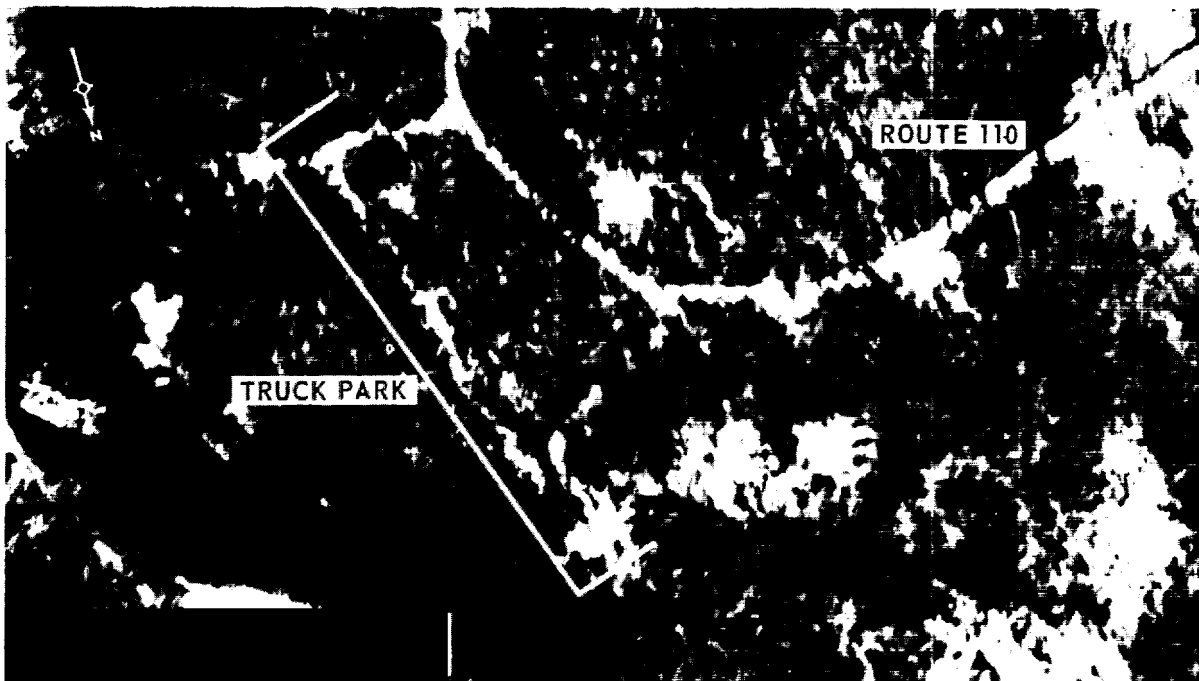
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25X1D

FIGURE 46. ROAD RECONSTRUCTION (14-42N 107-11E), ROUTE 16, LAOS. NPIC L-7409 (3/67)



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FIGURE 47. TRUCK PARK (14-44N 107-15E), ROUTE 110, LAOS

NPIC L-7410 (3/67)

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FIGURE 48. CULVERT/BRIDGE (14-43N 107-13E), ROUTE 110, LAOS

NPIC L-7411 (3/67)

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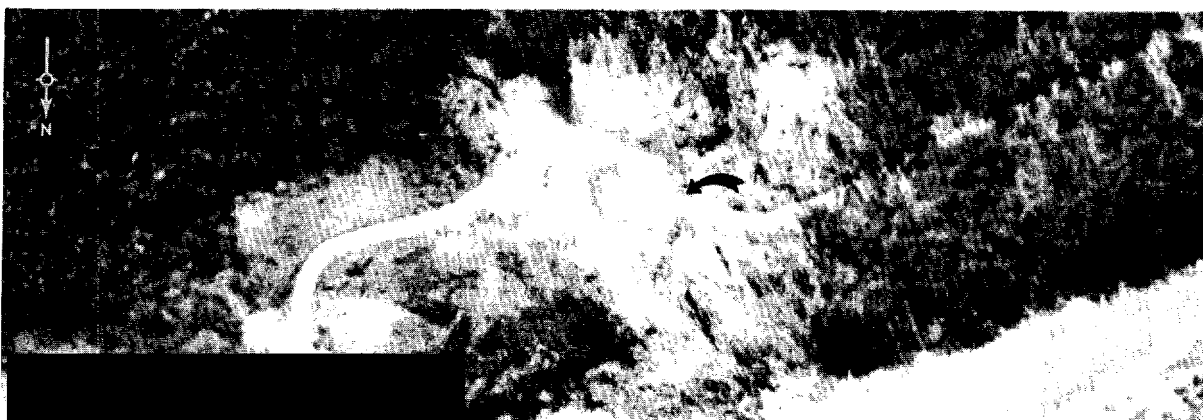


FIGURE 49. CULVERT/BRIDGE (14-43N 107-14E), ROUTE 110, LAOS

NPIC L-7412 (3/67)

25X1D

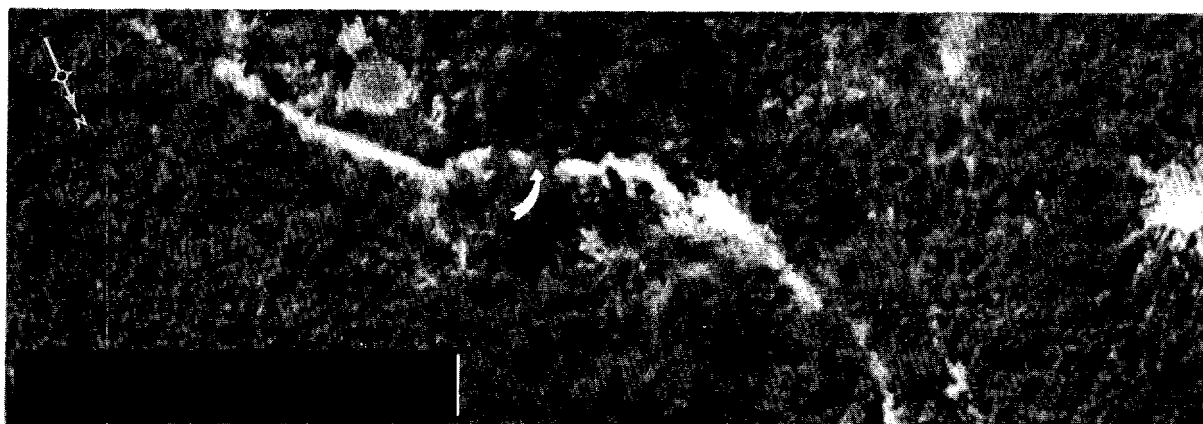


FIGURE 50. CULVERT/BRIDGE (14-44N 107-15E), ROUTE 110, LAOS

NPIC L-7413 (3/67)

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FIGURE 51. BY-PASS UNDER CONSTRUCTION (14-43N 107-11E), ROUTE 110, LAOS

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